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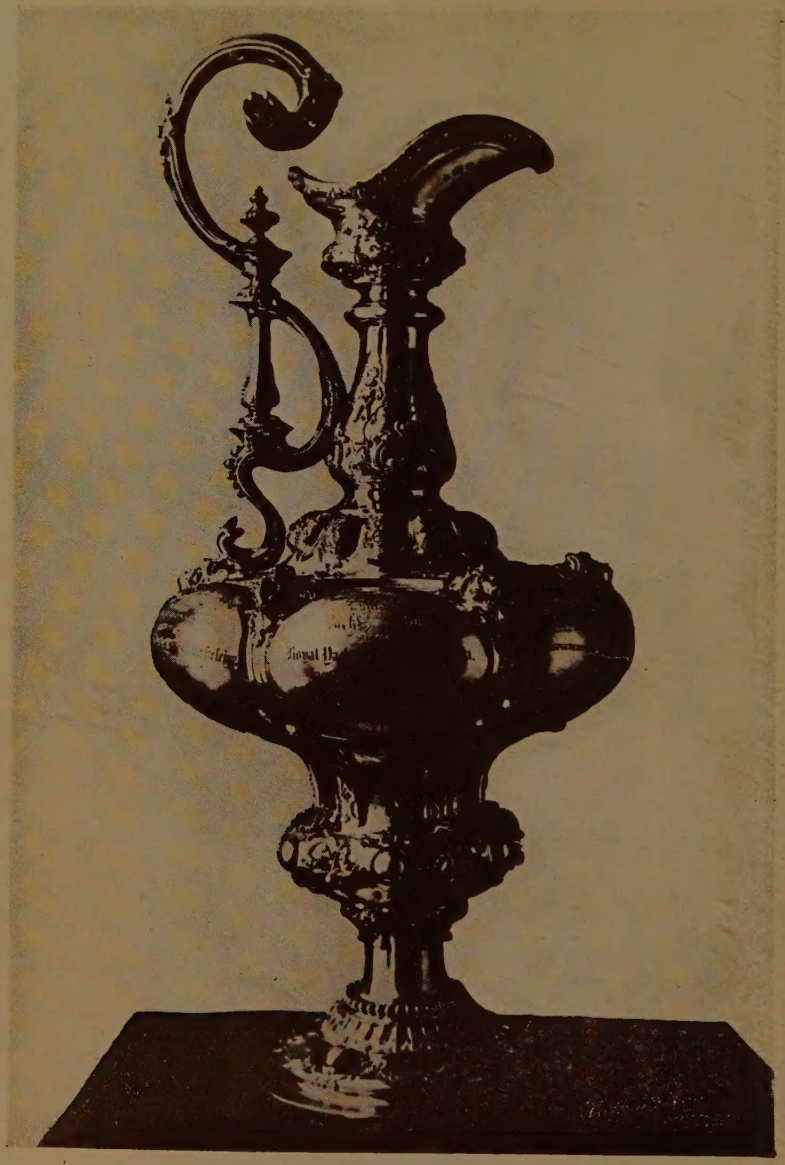

THE AMERICA'S CUP

Photo by Beken and Son, Cowes, I. W.

THE AMERICA'S CUP

A short account of its origin and the various challenges which have been made for it since 1870

BY

NIGEL LINDSAY

(Sometime Hon. Sec. Sailing Committee, Royal Ulster Yacht Club)

With an Introduction by Colonel the Rt. Hon.
R. G. SHARMAN-CRAWFORD, P.C., D.L., C.B.E.
(Vice-Commodore, R.U.Y.C.)

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PREFACE

I have endeavoured to verify all the figures and statements made in this book, but there are probably, nevertheless, still some errors remaining. I hope, however, that all yachtsmen who read it, (and I am sure no-one else will be foolish enough to do so!) will give me "room at the marks" I have had to round.

In view of the fact that there were thirty-seven actual races to be described, I have thought it desirable to confine myself to very brief accounts.

I have also avoided all technical details regarding the construction of the various challengers and defenders, where possible.

I must thank the authors of the various books and articles, which are given elsewhere for the information I have obtained from them, and must apologise to them for my adoption, in some cases, of their ideas.

Finally, I must express my great indebtedness to Colonel the Rt. Hon. R. G. Sharman-Crawford, P.C., D.L., C.B.E., Vice-Commodore, Royal Ulster Yacht Club, for his kindness in writing a Foreword. As Col. Crawford has been identified, as Vice-Commodore R.U.Y.C., with all the challenges since 1898, his remarks will be of great interest to all yachtsmen.

NIGEL LINDSAY.

Cambridge, Dec. 1929.
Bangor, Co. Down, Feb. 1930 (revised).

INTRODUCTION

By Col. Rt. Hon. R. G. Sharman-Crawford, P.C., D.L., C.B.E., Vice-Commodore, R.U.Y.C.

Mr. Nigel Lindsay has asked me to write a short Foreword to his book—The America's Cup—which I do with pleasure, as I think he gives a good and interesting account of the various contests.

My own personal connection with them was, firstly the one in which the unfortunate incidents took place in the last challenge of the late Lord Dunraven, and which I saw from the Steam Yacht of the late Mr. George Gould, whose guest I was. On the whole I think in this affair, there were faults on both sides.

When in 1898 Sir Thomas Lipton approached the Committee of the Royal Ulster Yacht Club, of which I was then—and still am—Vice-Commodore, to issue a challenge on his behalf to the New York Yacht Club, and which after due consideration we agreed to do, a small deputation was appointed to go out and negotiate the matter, as feelings still ran high, on both sides of the Atlantic, over the Valkyrie incidents.

I went out as chairman of the deputation selected to interview the committee of the New York Yacht Club, which we did in the Autumn of 1898. From the very first the negotiations were of the most friendly kind, and the challenge was accepted for a race the following year. So began what may be called The Lipton era. Incidentally the document of the first challenge, with my personal effects, was burned in the fire

that destroyed the Ocean Hotel, at Newport, where I had gone to see the late Mr. Durea and get his signature.

Since then I have been intimately connected with every race, and perhaps, as sometimes "good comes out of evil," it may be noted that the New York Yacht Club had in the interval, (between the late Lord Dunraven's last challenge and Sir Thomas Lipton's first) obtained large powers from Congress for Policing the Course; the result of which has been, that all the Lipton races have been sailed under the fairest of conditions, and not an angry word has ever taken place between the two clubs concerned. I am going out this year as the representative of my Club, and therefore will be sailing on the "defender," to which I am looking forward with much interest. My sympathies will naturally be with Shamrock V, but my foreword is "may the best boat win."

R. G. SHARMAN-CRAWFORD, Col.
Vice-Commodore, R.U.Y.C.

Crawfordsburn,
5th May, 1930.

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THE AMERICA'S CUP

THE AMERICA'S CUP

The building of the famous schooner "America," and thus the origin of the cup which bears her name, was the outcome of some correspondence, which passed in the Autumn of 1850, between an Englishman and some New York business men, regarding the forthcoming exhibition which was to be held in London, the following year. This was the first of the great industrial exhibitions to be held, and to which all nations were invited to send samples of their handiwork of whatever kind they might choose.

At that period the New York pilot boats were famous for their speed and weatherly qualities, and the Englishman suggested that one of these should be sent over to sail in the various regattas which were to be part of the exhibition celebrations. The letter which contained this suggestion was shown to Mr. J. C. Steevens, the Commodore of the New York Yacht Club, which had been formed some six years previously. Mr. Steevens and some friends of his decided to do better than this, and to have a yacht built which should be faster than any of the pilot boats. Thus, the now world famous, "America" came into being. She was built in William H. Brown's yard in New York, and was designed by George Steers (the first well-known American yacht designer) who was the son of a Devonshire shipwright who had emigrated to the United States.

Mr. Steevens had been an enthusiastic yachtsman for many years and, incidentally, may be called the founder of the New York Yacht Club, as the original meeting to organise such a club took place,

at Mr. Steevens' request, in the cabin of his yacht, the "Gimcrack" in the year 1844. The other part owners of the "America" were Messrs. Hamilton Wilkes, G. L. Schuyler, E. A. Steevens (Commodore Steevens' brother), J. B. Findlay, and Col. James Hamilton, of whom the first two were also associated with Mr. Steevens in the formation of the N.Y.Y.C.*

The "America" crossed the Atlantic in July, 1851, and was the first yacht to do so in either direction. She arrived in Havre after a 21 day passage. Her tonnage was 170, and her other principal dimensions were: Length 95ft. Beam 23 ft. and Draught 11 ft. While she was undoubtedly an epoch making vessel as regards her hull design, an even greater lesson was learnt in this country from her sails. Before "America's" advent, British yacht sails were made of flax

*As the New York Yacht Club is so closely identified with the "America's" Cup, the following original minute regarding the club's inauguration may be of interest.

MINUTES OF THE NEW YORK YACHT CLUB.

"On board of the 'Gimcrack,' off the Battery (New York Harbour), July 30, 1844, 5.30 p.m.

"According to previous notice the following gentlemen assembled for the purpose of organising a Yacht Club, viz.: John C. Steevens, Hamilton Wilkes, William Edgar, John C. Jay, George L. Schuyler, Louis A. Depaw, George B. Rollins, James M. Waterbury, James Rogers, and on motion it was resolved to form a Yacht Club. On motion it was resolved that the title of the club be the New York Yacht Club. On motion it was resolved that the gentlemen present be the original members of the club. On motion it was resolved that John C. Steevens be the Commodore of the club. On motion it was resolved that a committee of five be appointed by the Commodore to report rules and regulations for the government of the club. The following gentlemen were appointed, viz.: John C. Steevens, George L. Schuyler, John C. Jay, Hamilton Wilkes, and Captain Rogers. On motion it was resolved that the club make a cruise to Newport, Rhode Island, under command of the Commodore. The following yachts were represented at this meeting, viz.: "Gimcrack," J. C. Steevens; "Spray," Hamilton Wilkes; "Cygnet," William Edgar; "La Coquille," John C. Jay; "Dream," G. L. Schuyler; "Mist," Louis A. Depaw; "Minna," George B. Rollins; "Adda," Captain Rogers. After appointing Friday, August 2, at 9 a.m., the time for sailing on the cruise, the meeting adjourned.

JOHN C. JAY, Recording Secretary."

AMERICA 1851

Photo by Beken and Son, Cowes, I. W.

canvas, which at that date was very loose in texture. It was also the custom to have them rather "baggy," though this was most probably due to the material rather than their cut.

"America's" sails were of machine spun cotton, and moreover were laced to the spars, which kept them flat, and gave a great advantage in going to windward.

Indeed so revolutionary did she appear in those days, that it is recorded that the veteran yachtsman, the then Marquis of Anglesea, when he first saw her, remarked—"If she's right then we're all wrong!"*

During the building of "America," Commodore Steevens received the following letter from the Earl of Wilton :—

7, Grosvenor Square, London.
Feb. 22nd, 1851.

SIR,—Understanding from Sir H. Bulwer that a few of the members of the New York Yacht Club are building a schooner which it is their intention to bring over to England this summer, I have taken the liberty of writing to you in yr capacity of Commodore, to request you to convey to those members, and any friends that may accompany them on board the yacht, an invitation on behalf of myself and the members of the Royal Yacht Squadron to become visitors of the Club House at Cowes during their stay in England.

For myself, I may be permitted to say that I shall have great pleasure in extending to yr countrymen any civility that lies in my

*A rather amusing commentary on "America" appears in *Chamber's Encyclopædia* (1880), which reads thus :—"In 1851 the hollow manner in which the crack yachts of the principal clubs in England were beaten by the "America" of the New York Yachting (sic) Club, showed their owners and builders that they had still much to learn in the way of improvement; and with few exceptions, they wisely took the lesson. . "

power, and shall be very glad to avail myself of any improvements in shipbuilding that the industry and skill of yr nation have enabled you to elaborate. I remain, Sir,

Yr obedt servt,

WILTON,

Commodore of the Royal Yacht Squadron.

Commodore Steevens replied to this invitation as follows :—

New York, March 26th, 1851.

My Lord,—I regret that an accident prevented the reception of yr letter until after the packet of the 12th had sailed. I take the earliest opportunity offered to convey to the gentlemen of the Royal Yacht Squadron, and to yourself, the expression of our warmest thanks for yr invitation to visit the Club House at Cowes. Some four or five friends and myself have a yacht on the stocks which we hope to launch in the course of two or three weeks. Should she answer the sanguine expectations of her builder and fulfil the stipulations he has made, we propose to avail ourselves of your friendly bidding and take with a good grace the sound thrashing we are likely to get by venturing our longshore craft on your rough waters. I fear the energy and experience of your persevering yachtsmen will prove an overmatch for the industry and skill of their aspiring competitors. Should the schooner fail to meet the expectations of her builder, not the least of our regrets will be to have lost the opportunity of personally thanking the gentlemen of the Royal Yacht Squadron and yourself for your considerate kindness.

With the hope that we may have the pleasure of reciprocating a favour so frankly bestowed, I remain your lordship's most obedient servant,

JOHN C. STEEVENS,
Commodore New York Yacht Club.

The "America" arrived in the Solent, after refitting at Havre, on the evening of July 31st, 1851, and Commodore Steevens lost little time in issuing the first of his challenges. This was sent to the Commodore R.Y.S. on August 2nd and read as follows :—

"The New York Yacht Club, in order to test the relative merits of the different models of the schooners of the old and the new world, propose through Commodore Steevens, to the Royal Yacht Squadron, to run the yacht America against any number of schooners belonging to any of the Yacht Squadrons of the Kingdom, to be selected by the Commodore of the Royal Yacht Squadron, the course to be over some part of the English Channel outside the Isle of Wight, with at least a six-knot breeze. This trial of speed to be made at an early day to be selected by the Commodore of the Royal Yacht Squadron. And if on that day there shall not be at least a six-knot breeze, then on the first day thereafter that such a breeze shall blow.

On behalf of the New York Yacht Club,

JOHN C. STEEVENS,
Commodore.

Cowes, August 2, 1851.

To this challenge, the Earl of Wilton replied that as there would necessarily be considerable delay in notifying all the Yacht Clubs in the United Kingdom and waiting for their replies, he

suggested that "America" should enter for the race which the R.Y.S. were giving on the 13th August, and which was open to vessels of all rigs and nations. In reply to this, Commodore Steevens stated that while he was prepared to enter for this race he would prefer to race "America" in a "match," as he did not consider a regatta was necessarily a true test. He therefore offered to race "America" against any cutter, schooner, or vessel of any rig belonging to the R.Y.S., without time allowances, but in not less than a six-knot breeze, and he offered to stake ten thousand guineas on the result of such match. As an answer to this was not received before the 13th, "America" did not enter for the R.Y.S. race of that date. Eventually Mr. R. Stephenson, owner of "Titania" agreed to sail a match against "America," twenty miles to leeward and return from the Nab light. This took place on August 28th when "Titania" was beaten by 52 minutes. It might be mentioned that the stakes had been settled on as £100 and not for the full amount which Commodore Steevens had originally offered.

Subsequently Mr. Woodhouse, owner of the schooner "Gondola," proposed a match for £100 or £200 a side from Cowes round the Eddystone light and return. The arrangements, however, fell through, and the "Titania" match appears to have been the only one which "America" sailed. Considerable adverse criticism appeared in the press of the time regarding the lack of enterprise displayed by British yachtsmen. The "Times," among other papers pointing out that it would be a great reflection on the pluck of British yachtsmen to "allow the illustrious stranger to return to the New World with the proud boast that she had flung down the gauntlet

HAMPSHIRE.
SOUTHAMPTON WATER.
GOSPORT
PORTSMOUTH
SOUTHSEA
HAYLING ISLAND.
START
LYMINGTON
WEST COWES
EAST COWES
NOMAN'S LAND BOOY.
WARNER LIGHT
RYDE
NAB LIGHT
YARMOUTH.
NEWPORT
ISLE OF WIGHT.
THE NEEDLES
FRESHWATER BAY
SANDOWN
SHANKLIN
VENTNOR
ST. CATHERINES POINT
N
E
S
W
Scale of Miles
0 1 2 3 4 5

to England, Ireland, and Scotland, and that not one had been found to take it up."

In the meantime, however, Commodore Steevens had entered "America" for a race on August 22nd offered by the Royal Yacht Squadron for a cup value £100. The course to be "round the Isle of Wight, inside the No Man's Buoy and outside the Nab." No time allowances were to be given to meet the views of the visitor. This was the cup won by the "America," and to which her name was eventually given. In the United States, and even in this country, the cup was frequently miscalled the "Queen's" cup, but it was, in reality, an ordinary Squadron trophy. In the "Queen's" cup race, which was sailed on August 25th, the "America" did not enter.

The following were the starters on August 22nd, and it will be observed that in size there was considerable divergence :—

Yacht.	Tons (O.M.)	Rig.	Owner.
Brilliant	393	3 masted Sch.	Mr. G. Ackers.
Constance	218	Schooner	Marquis of Conyngham.
Wyvern	205	,,	Duke of Marlborough.
Alarm	193	Cutter	Mr. J. Weld.
America	170	Schooner	Mr. J. Steevens.
Beatrice	161	Schooner	Sir W. P. Carew.
Gipsy Queen	160	,,	Sir H. P. Hoghton.
Arrow	84	Cutter	Mr. T. Chamberlayne
Mona	82	,,	Lord Alfred Paget.
Bacchante	80	,,	Mr. B. H. Jones.
Ione	75	,,	Mr. Almond Hill
Freak	60	,,	Mr. W. Curling.
Eclipse	50	,,	Mr. H. S. Fearon.
Volante	48	,,	Mr. J. L. Craigie.
Aurora	47	,,	Mr. Le. Marchant Thomas.

The race was started at 10 o'clock from moorings in a light S. S.W. breeze. "Gipsy Queen" took the lead at the start, with "Beatrice," "Volante," "Constance" and "Arrow" next in the order named. Off No Man's Buoy "Volante," "Freak," "Aurora," and "Gipsy Queen" led "America"; "Alarm" and "Arrow" being

next astern. "America" had, however, quickly shown her superiority over the remaining British schooners, which were really cruising vessels. Near Ventnor "Arrow" went ashore and "Alarm" went to her assistance. Going out to the Eastward "America" went inside the Nab, which course afterwards led to a protest. Meanwhile "Wyvern" had given up and returned to her mooring. Later "Freak" and "Volante" came into collision and the latter gave up. The wind was light and in the beat to the Sou'-Westward "America" made a long tack out and, with a little luck, managed to fetch the Needles about six miles ahead of "Aurora" and "Freak." On going through the Needles "America" had a fair wind but it was so light that she was not able to make much headway against the ebb tide. When the tide eased, the yachts astern were the first to feel the flood but, though catching "America" fast, were unable to overtake her, and she finished first.

The following were the finishing times :—

"America"	(winner)	8.37 p.m.
"Aurora"	2nd	8.55 p.m.
"Bacchante"	3rd	9.30 p.m.
"Eclipse"		9.45 p.m.
"Brilliant"		1.20 a.m. (23rd August)

So the cup was won, but it is only fair to say that "America" would not have done so had the conditions been strictly enforced, as she did not go round the Nab and thus gained a very considerable advantage. The protest which "Brilliant" had made against her, for not rounding the Nab, was, in the sporting spirit with which the race had been given, not proceeded with, and she was given the cup.

On looking back now, one wonders if the Sailing Committee, or whoever was responsible for withdrawing the protest, had any premonition of what that decision meant for the future.

Owing to the weather conditions and the disablement of some of the chief competitors it cannot be said that "America" had a really hard test in this race, but there is no doubt now that she was a great advance on any yachts which had been built in this country up to that time.

The cup thus won by "America," was kept, in turn, by her original owners, until 1857. In that year Commodore Steevens and the four surviving members of the syndicate, conceived the idea of making it an International Trophy, and decided to present it to the New York Yacht Club, to be held as a perpetual challenge cup open to competition by any yacht club.

The following is the original deed of gift :—

New York, July 8, 1857.

To the Secretary of the
New York Yacht Club :

Sir,—The undersigned members of the New York Yacht Club, and late owners of the schooner yacht "America," beg leave through you to present to the Club the cup won by the "America" at the Regatta of the Royal Yacht Squadron at Cowes, England August 22, 1851.

This cup was offered as a prize to be sailed for by yachts of all nations, without regard to difference of tonnage, going round the Isle of Wight, the usual course for the Annual Regatta of the Royal Yacht Squadron, and was won by "America," beating eight cutters and seven schooner yachts which started in the race.

The cup is offered to the New York Yacht Club, subject to the following conditions :

Any organised yacht club of any foreign country shall always be entitled through any one or more of its members, to claim the right of sailing a match for this cup with any yacht or other vessel of not less than thirty or more than three hundred tons, measured by custom-house rule of the country to which the vessel belongs.

The parties desiring to sail for the cup may make any match with the club in possession of the same that may be determined upon by mutual consent ; but, in case of disagreement as to terms, the match shall be sailed over the usual course for the annual regatta of the yacht club in possession of the cup, and subject to its rules and sailing regulations. The challenging party being bound to give six months' notice in writing, fixing the day they wish to start. This notice to embrace the length, custom-house measurement, rig, and name of the vessel.

It is to be distinctly understood that the cup is to be the property of the club, and not of the members thereof, or owners of the vessel winning it in the match ; and that the condition of keeping it open to be sailed for by yacht clubs of all foreign countries upon the terms above laid down, shall forever attach to it, thus making it perpetually a challenge cup for friendly competition between foreign countries.

J. C. Steevens.
Edwin A. Steevens.
Hamilton Wilkes.
J. Beekman Finlay.
George L. Schuyler.

After their acceptance of the Cup under the foregoing conditions, the N.Y.Y.C. sent a notice to all yacht clubs outside the United States, advising them of these conditions, and inviting challenges.

In this way the "America's Cup" came into being, and there is probably no other trophy which has been surrounded with such a glamour by the public, both in this country, and perhaps even more so in the United States. It has not, however, aroused nearly so much enthusiasm among yachtsmen in this country. because the conditions are distinctly in favour of the defending yacht. Be that as it may, however, no-one would dispute that a certain amount of interest is always shown wherever a challenge has been issued, and therefore some stimulus has undoubtedly been given to yachting generally. That being so, then the various challenges have had some good effect, but otherwise the contest is not of great value, but rather, has tended in latter years, to the production of an extreme and worthless type of racing machine.

THE FIRST CHALLENGE. 1870

"CAMBRIA" The first challenger 1870

THE FIRST CHALLENGE. 1870.

It was not until October 1868, that the first tentative challenge was received, and this came from Mr. James Ashbury, owner of the schooner "Cambria," which had been launched that year, and shown herself to be a fast and powerful vessel. As the first challenge it may be quoted in full :—

> First. I propose that during or before the season of 1869 the New York Yacht Club select their champion schooner of a tonnage not to exceed ten per cent. of the Thames measurement (188 tons) of the "Cambria."
>
> Second. The vessel referred to I would desire to see arrive in England in ample time to take part in the matches of the Royal Yacht Squadron at Cowes, and the Royal Victoria Yacht Club at Ryde, for which races she would, doubtless, be permitted to enter. These races take place early in August, six or eight or nine in number, round the island (53 nautical miles), the Victoria and Queen's courses (about sixty), and probably a run to Cherbourg and back. The prizes would be the annual Queen's cup presented to the Royal Yacht Squadron, two cups of one hundred pounds each from the towns of Cowes and Ryde, and several cups of 100 pounds and 50 pounds ; and I may say that if the yacht could arrive about a month earlier she would be in time for some of the best ocean races of the Royal Thames Yacht Club.
>
> At these races your representative vessel would meet all the best and fastest English and Scotch yachts—among others, schooners

—and would have a fair opportunity of testing her qualities during the height of the Isle of Wight yachting season, and with the temptation of many prizes, highly valued and much sought after, but not for their mere intrinsic value.

THIRD. On or about the 1st of September I would race your vessel from the Isle of Wight to New York for a cup or service of silver, value 250 pounds, no time allowance and no restrictions as to canvas or number of hands.

FOURTH. I would at an early date race the said vessel round Long Island on the Royal Thames Yacht Club measurement and their time allowances ; two races out of three over this course to decide as to the championship and the final possession of the America's Queen's cup of 1851.* If I lost I would present the New York Yacht Club or the owner of the successful vessel with a cup, value 100 guineas, or I would race any other schooner of about my tonnage over the same course on the said conditions ; the competing vessel to have been previously pronounced by the New York Yacht Club as the fastest vessel in America of her size and class, and providing the said vessel had not been built since the date of this communication and was in all respects a seagoing vessel and not a mere shell or racing machine.

At your earliest convenience I shall be glad to hear from you or the club secretary on the subject.

Yours truly,

JAMES ASHBURY.

*It may be noticed that Mr. Ashbury falls into the common error of calling the "America's Cup," a "Queen's" cup.

In reply to this the N.Y.Y.C. pointed out that they could only consider that part of his letter which dealt with a challenge for the cup, and that by the Deed of Gift such challenge must come through a recognised yacht club. After some further not very satisfactory correspondence in which no agreement was reached, the N.Y.Y.C. informed Mr. Ashbury that he had the right to sail for the cup over the usual course for the annual regatta of the N.Y.Y.C., provided no match could be agreed on.

Nothing further came of this, for the time being, and the matter was allowed to drop. In November 1869, however, Mr. Ashbury re-opened negotiations, and gave 6 months' notice of his intention to race for the cup in May 1870. He suggested a triangular course from Staten Island, and rather naively concluded by saying that as the cup had been won under the rules of the R.Y.S., which debarred centre board vessels from entering for Squadron prizes, it therefore followed that centre board vessels were not eligible for the defence of the cup.

Under the deed of gift the N.Y.Y.C. could hardly be expected to agree to this assumption, and reiterated their argument "that in cases of disagreement . . . the match shall be sailed . . . subject to its rules and sailing regulations."

After some further correspondence between Mr. Ashbury and the N.Y.Y.C., in which no satisfactory conclusion was arrived at, terms were finally agreed upon during Mr. Ashbury's stay in New York, after his race with "Dauntless."

Under the deed of gift the challenge was accepted with Mr. Ashbury sailing as the representative of the Royal Thames Yacht Club, and "Cambria" as the vessel named. It will be remembered that in 1870 schooner racing was at its height,

and " Cambria " had made a very good showing. She was a vessel of 193 tons T.M. and was built in 1868 by Michael Ratsey of Cowes.

After long discussion, the details were arranged, and the course agreed on was the N.Y.Y.C. course. That is, from Owl Head through the " Narrows " round Sandy Hook Light-ship, and return, a distance of about 36 nautical miles.*

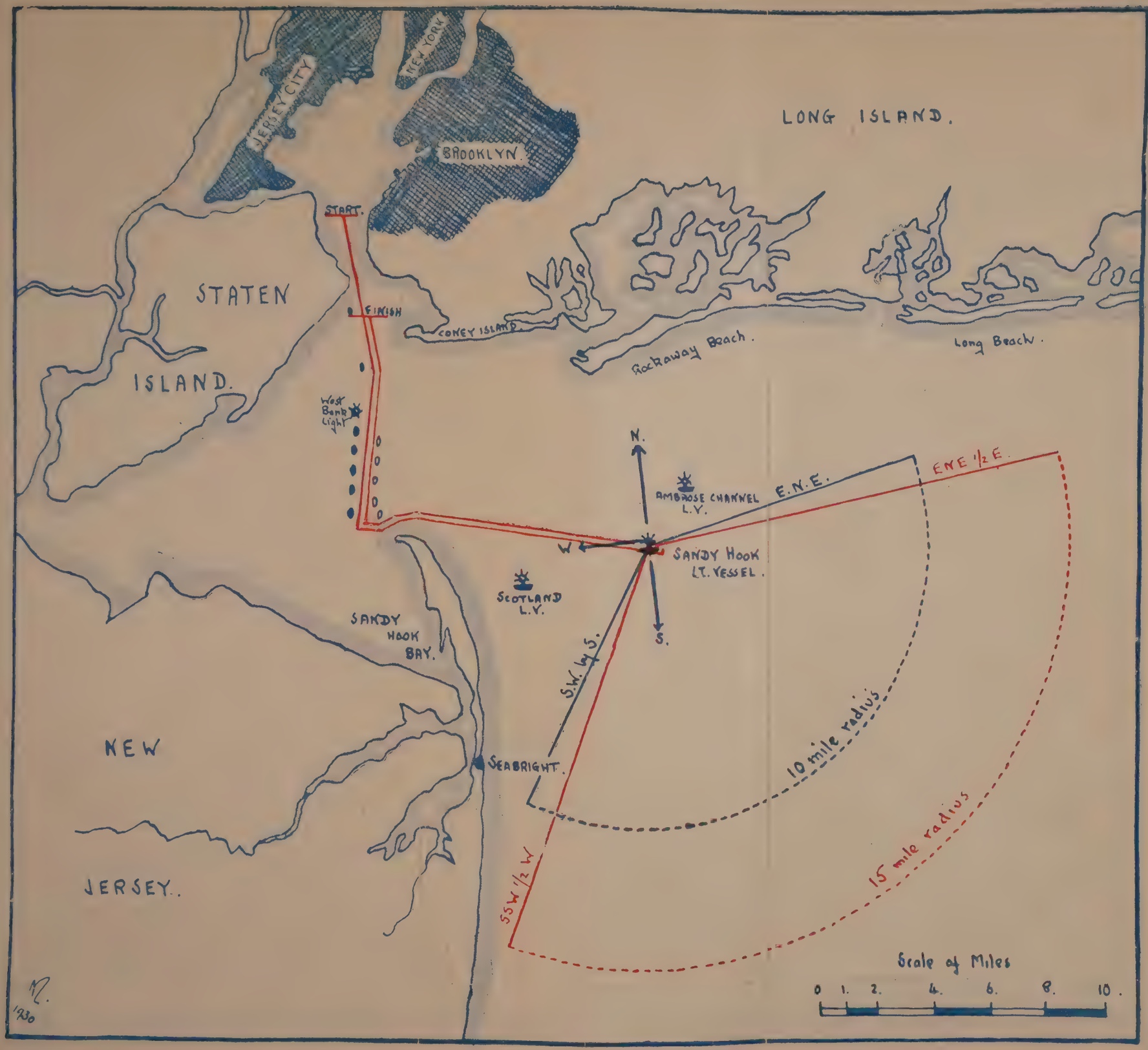
In view of the fact that " America " had sailed against the fleet of the R.Y.S., it was further agreed that " Cambria " should race against the N.Y.Y.C. fleet. Mr. Ashbury wished to have only one vessel against " Cambria " but the Cup Committee would not agree to this. It was, however, decided that time allowances according to rating should be conceded.

During the time " Cambria " raced in British waters, she had proved herself to be a fast and powerful vessel. She had, however, been beaten by the American schooner " Sappho," which was over in these waters, in two specially arranged races. This was not a very good omen !

While Mr. Ashbury was corresponding with the N.Y.Y.C. regarding his challenge for the " America's " cup, Mr. Bennett, a well known American yachtsman, who had been racing over here in his schooner " Dauntless," challenged Mr. Ashbury to sail an ocean race across the Atlantic. The challenge was immediately accepted, and the yachts left on July 4th.

" Cambria " took the " Northern passage," and " Dauntless " a much more southerly and direct course. " Cambria " was the first to pass Sandy Hook, but she only beat " Dauntless " by an hour and a quarter. A remarkably close finish after a 23 day race !

*The N.Y.Y.C. course is sometimes called the " Inside " course.



AMERICA'S CUP COURSES.

The N.Y.Y.C. Inside course is shown in red.
Windward and Leeward courses starting from Sandy Hook L.V. must be within the Red sector (15 mile radius)
Triangular courses may be laid within the limits of the Black sector (10 mile radius)

"Cambria," in this race, and during her stay in American waters, was sailed by Capt Comstock. Her crew consisted of eighteen.

"Dauntless" had the misfortune to lose two hands overboard, which delayed her for some hours. As a trial of the relative speeds of the two yachts, this race was of course valueless, as they sailed entirely different courses, but it was, at any rate, a better omen for "Cambria" than her races with "Sappho."

But to return to the challenge. The Committee of the N.Y.Y.C. fixed Aug. 8th for the cup race, and on that day no less than 17 vessels assembled to do battle against the challenger.

The following were the starters, and all were schooners :—

Yacht.	Tonnage.	Owner.
Dauntless	262	Mr. J. G. Bennett.
Cambria	228	Mr. Ashbury.
Alarm	225	Mr. A. C. Kingsland.
Fleetwing	206	Mr. G. A. Osgood.
Tarolinta	204	Messrs. H. & A. Kent.
America	170	Naval Academy Annapolis.
Rambler	160	Mr. J. H. Banker.
Tidal Wave	154	Mr. W. Voorhis.
Madeleine (C.B.)	148	Mr. J. Voorhis.
Idler "	135	Mr. T. C. Durant.
Madgie "	132	Mr. R. H. Loper.
Phantom "	123	Messrs. H. &. C. Stebbins.
Halcyon "	121	Mr. J. R. Smith.
Calypso "	110	Mr. A. S. Hatch.
Sylvie "	106	Mr. E. Dodge.
Widgeon "	106	Messrs. C. Dodge & G. Hanens.
Magic "	97	Mr. Franklin Osgood.
Alice	83	Mr. G. A. Kidd.

It was the custom in those days for yachts to start from their anchors, and the fleet of eighteen schooners was anchored at fifty yard intervals on the starting line off Staten Island. "Cambria" was given the weather end of the line. This was a very handsome gesture on the part of the Cup Committee, but, unfortunately, just before the

start, the wind went right round, and the yachts were left in the order, "Calypso" right to the windward end of the line, then "Widgeon," "Sylvie," "Magic," "Dauntless," "Tarolinta," "Halcyon," "Idler," "Rambler," "Madgie," "Phantom," "Fleetwing," "Madeleine," "America," "Tidal Wave," and the unlucky "Cambria" dead to leeward. It had originally been agreed that, according to the N.Y.Y.C. rules, all sails should be set before the start, but it was finally decided to start the race with all sails furled, which gave the smaller craft a considerable advantage. The start was made at 11.21 a.m. on an ebb tide, with a light wind from the S.S.E. "Magic" was the first to get under way, and she was followed by "America," "Sylvie," "Phantom," and "Idler" in the order named. "Cambria," considering her heavy gear, made quite a good start, but she was nevertheless, some way astern of the leaders. There was a dead beat from the start, and in the narrow waters, "Cambria" was much hampered, and came into collision with "Tarolinta." At the Sandy Hook Light Vessel, "Magic" was five minutes ahead of "Idler," who was second, and over 24 minutes ahead of "Cambria." On the return journey "Cambria" lost her fore-topmast owing to some gear giving way. "Magic," never losing the lead she had gained, by her clever start, was an easy winner, with the unfortunate "Cambria" only 10th on corrected time.

The following are the corrected elapsed times :

Magic (Winner)	3.	58.	21.	Halcyon	4.	35.	0.
Idler, 2nd	4.	9.	35.	Cambria	4.	37.	38.
Sylvie, 3rd	4.	23.	45.	Calypso	4.	40.	21.
America	4.	23.	51.	Fleetwing	4.	41.	20.
Dauntless	4.	29.	19.	Madeleine	4.	42.	35.
Madgie	4.	29.	57.	Tarolinta	4.	47.	29.
Phantom	4.	30.	44.	Rambler	4.	48.	33.
Alice	4.	34.	15.				

"Tidal Wave," "Widgeon," and "Alarm" did not finish.

Even if the "Cambria" had suffered no mishaps, placed to leeward of such a fleet of vessels, as she was by the shift of wind, before the start, her chances of winning the race were very remote.

So ended the first attempt to capture the cup. It also ended the practice of the challenger having to sail against a whole fleet of defenders at the same time. It was rather a hopeless proposition on the face of it, but, apart entirely from the cup, what a wonderful sight the start of the eighteen schooners must have been!

THE SECOND CHALLENGE. 1871

THE SECOND CHALLENGE. 1871

On his return to England, Mr. Ashbury lost little time in making arrangements for a second attempt to win the cup. This time the challenger was built with the express object of racing for the cup. "Livonia," as she was named, was a vessel of 273 tons T.M., and was by the same designer as "Cambria." She did not prove a very successful vessel in her races in British waters, and only won one race before her departure for the United States.

"Livonia" did, however, sail one very close match with "Aline" (Sir Richard Sutton), which was probably the best of the schooners in '71. This was for the Prince of Wales' Cup. "Livonia" was beaten by just over 1½ minutes, not a very large margin after nearly 13 hours racing. "Livonia's" display, in view of the cup challenge, was, however, disappointing, as she was a more powerful vessel and should have beaten "Aline."

Her defeat on this occasion was signalised by the following amusing little couplet, which appeared in *Punch*—

"To Two Yachting Beauties."
(suggested to Mr. Ashbury, August, 1871)

Oh, "Livonia"!
I wouldn't own yer,
Now I've seen,
That Fast "Aline"!

A somewhat lengthy correspondence passed between Mr. Ashbury and the N.Y.Y.C. in which he urged the unfairness of pitting a single

vessel against a whole fleet, and contended that this was in contradiction to the intent of the Deed of Gift, which clearly in his opinion called for a "match." The N.Y.Y.C. referred the matter to Mr. G. L. Schuyler, the sole surviving donor, for his interpretation, and in his reply he gave it as his opinion, that when the deed was made out, the intention was for a "match." The N.Y.Y.C. accepted this ruling, and having waived the six months' notice required, on June 7th, accepted Mr. Ashbury's challenge as the representative of the Royal Harwich Yacht Club, of which club he was Commodore.

Not satisfied with the concessions he had gained from the N.Y.Y.C. Mr. Ashbury entered into further correspondence with them which latterly was notable for its very acrimonious character. At one period, indeed, it appeared as if there would be no race at all. The gist of Mr. Ashbury's further communications was that he wished to sail twelve races, as the representative of twelve yachts clubs of which he was a member, the cup to go to the winner of seven out of the twelve, and if "Livonia" won, the cup was to go to the club under whose flag he sailed in the winning race. The N.Y.Y.C. agreed to sail twelve races or any other number that might be mutually agreed on, against "Livonia," but as the representative of one club (the Royal Harwich) only. It was further agreed upon between the Cup Committee and Mr. Ashbury, that "Livonia" should not have to sail against the entire fleet of the N.Y.Y.C., but that the Cup Committee should be entitled to select four yachts, any one of which was eligible to race against "Livonia," the name of the yacht to be announced on the morning of the day chosen for the race. This naturally put the challenger at a considerable disadvantage, as, if the weather

were light, the Committee could select a light weather vessel, and if on the other hand, there was a strong breeze, they could send out their most powerful vessel.

The N.Y.Y.C. selected the following schooners for the cup's defence :—

Dauntless	268 tons	Mr. J. G. Bennett.
Sappho	310 ,,	Mr. W. P. Douglas.
Palmer	194 ,,	Mr. R. Stuyvesant.
Columbia	220 ,,	Mr. F. Osgood.

The first two were keel vessels and the other two centre boards. In the meantime "Livonia" sailed for the United States and eventually arrived on October 1st, after a very bad crossing which took 29 days.

On his arrival Mr. Ashbury returned to his letter writing, and having been informed by the N.Y.Y.C. Cup Committee that they could not entertain his proposal to race for twelve clubs, under the deed of gift, which, as they somewhat bluntly put it "carefully guards against any such sharp practice," he then sent an ultimatum. In this he stated that if the races were reduced from twelve he would either send "Livonia" back to England without racing her at all, or exercise his rights by claiming, under his interpretation of the deed of gift, to sail twelve races on behalf of his twelve clubs, and the first race he won he would officially claim the cup on behalf of the club under whose flag he happened to be racing. This, the N.Y.Y.C. appear to have treated as unworthy of serious consideration, but on Oct. 10th in order to secure a match they offered a series of seven races, three over the N.Y.Y.C. course, three over an outside course, 20 miles to windward and return from Sandy Hook L.V., and in case of a tie the final race to be over a course to be decided. It was, however, to be clearly understood that these races were to be sailed by Mr.

Ashbury as the representative of the Royal Harwich Y.C. only. After some further correspondence, in which Mr. Ashbury vainly endeavoured to persuade the N.Y.Y.C. to agree to his "twelve club proposal," he finally agreed to this arrangement, and the first race took place on Oct. 16th, over the N.Y.Y.C. course. The cup Committee had chosen "Columbia" to meet "Livonia." There was a light N.W. breeze, and the tide had just started to ebb when the start took place. The first leg was a run, and with her plate up, "Columbia" soon slipped away from "Livonia," and rounded the Sandy Hook Light Vessel about a quarter of an hour ahead of her. She continued to increase this lead when she came on the wind, and eventually won by some 25 minutes.

The corrected elapsed times were :—

"Columbia"	6.	19.	41.
"Livonia"	6.	46.	45.

The second race was on Oct. 18th, and the committee again selected "Columbia" to defend the cup. There was a fresh, but variable W.N.W. wind and the course was 15 miles to leeward and return.

The Committee anticipating a change of wind, sent the mark-boat to the E.N.E., as a result of which there was no real windward working at all. There was also an unfortunate misunderstanding as to which way the mark was to be rounded. The ordinary custom in American waters was to leave all marks to starboard. This had been done the previous day, and Mr. Ashbury rather naturally assumed that the same course would be followed in this race.

The question, unfortunately, was not referred to in the sailing instructions.

The owner of "Columbia" had, however, inquired as to this point, and had been informed that the mark might be rounded as he chose, with the result that while "Columbia" stayed round; "Livonia," had to gybe, the former, therefore gaining a considerable advantage. "Livonia" had rounded the mark-boat nearly two minutes ahead of "Columbia," but because of the different ways the mark had been rounded, and because after the turn both vessels were nearly close hauled, "Columbia" became the leading vessel. The wind freshened on the leg home and "Columbia" had to lower her foresail. She, however, maintained her lead and finished over 10 minutes ahead of "Livonia."

Corrected elapsed times :—

"Columbia"	3.	7.	42.
"Livonia"	3.	18.	15.

After the race Mr. Ashbury protested that "Columbia" had rounded the mark on the wrong side, but the Committee did not uphold the protest. It is difficult to see how they possibly could, after informing "Columbia" she could round as she pleased. None the less it certainly seems hard luck on "Livonia," and it was unfortunate that the point had not been made clear in the Sailing Instructions. Mr. Ashbury declined to accept the Committee's decision, and stated that he continued the series of races "without prejudice."

The third race took place on Oct. 19th over the N.Y.Y.C. course. The wind was fresh from the S.W.

On the morning of the race the Committee were in some little difficulty over the selection of the defending yacht. "Dauntless" had been chosen, but her owner did not wish to sail owing to some

mishap. "Palmer," and "Sappho," were also *hors de combat*, and "Columbia" had started the hounds of her fore-mast.

However, rather than let "Livonia" have a "Sail over," the owner of "Columbia" agreed to start.

"Livonia" soon gained the lead, and rounded the first mark nearly six minutes ahead. She kept this lead until, on the homeward leg, "Columbia" carried away some gear, and had to lower her mainsail, when "Livonia" naturally increased her advantage, and won the match by over 15 minutes.

Corrected times :—

"Livonia"	4.	2.	25.
"Columbia"	4.	17.	35.

For the fourth match "Sappho" was selected, and it was over the 20 miles to windward and return course. The wind was fresh from the S.S.W. "Livonia" was unable to make any sort of showing, and "Sappho" rounding the mark some 25 minutes ahead, and increasing her enormous lead on the run home, crossed the line an easy winner.

Corrected times :—

"Sappho"	5.	36.	2.
"Livonia"	6.	9.	23.

The fifth and, as it turned out, last race was over the N.Y.Y.C. course, and again "Sappho" was the defender.

There was a good fresh breeze from the W. by S. which made the first two legs a reach and a run. "Livonia" made the better start, and at one time was nearly three minutes ahead. "Sappho" began overhauling her and soon passed her, rounding the Light vessel 12 minutes ahead. On

the beat and reach home "Sappho" doubled this lead and finished over 25 minutes ahead.

Corrected times :—

"Sappho"	4.	46.	17.
"Livonia"	5.	11.	44.

So should have ended the cup contests for that year, but this did not meet Mr. Ashbury's ideas on the subject. He claimed that his protest should have been allowed, and as he had won the third race, the score stood at 3—2 against him and that therefore the series should continue. He stated that "Livonia" would be at the line ready to start the sixth race on Oct. 24th, and also the following day. On the 24th Mr. Ashbury sailed a private match with "Dauntless," which he lost. He had arranged a further match with the same vessel for the following day, but the weather was too bad to put out the mark boat. Both these matches were to be over a 20 miles to windward or leeward and return course. Mr. Ashbury on the 25th claimed that he had won the cup, as he had four victories, under the following peculiar method of counting his wins. The race of the 18th because "Columbia" had rounded the mark boat the wrong way. The race of the 19th as he had won it, and races on the 24th and 25th because the N.Y.Y.C. had sent no vessel to compete with him.

Beyond acknowledging his letter the N.Y.Y.C. made no reply to this ridiculous claim.

And so, the cup remained in the hands of the N.Y.Y.C. This was Mr. Ashbury's last attempt, and for some years the cup was undisturbed. There is little doubt that "Livonia" was very much outclassed, and probably "Aline" or the famous "Egeria" would have put up a better showing. Mr. Ashbury appears to have been very

dissatisfied with his treatment by the N.Y.Y.C., and stated on his return to England, that if he challenged again, he would bring his legal adviser with him. This, and other statements, together with a pamphlet he had issued attacking the N.Y.Y.C., caused much annoyance, and bad feeling among the members of the N.Y.Y.C. with the result that three cups, which Mr. Ashbury had presented to the N.Y.Y.C., were returned to him, and the Committee passed a vote of censure.

Mr. Ashbury, however, despite the controversies and unpleasantnesses he stirred up, must be given the credit of removing one great injustice—that of sailing more than one vessel against the challenger.

THE THIRD CHALLENGE. 1876

THE THIRD CHALLENGE. 1876

After Mr. Ashbury's unsuccessful attempts of 1870 and '71, no further challenges were received for five years. There is little doubt that Mr. Ashbury's behaviour had caused some considerable feeling, and when in April 1876 a challenge was received the N.Y.Y.C. met the challenger in a very broad minded way in their interpretation of the "Deed of Gift."

The challenger was Major Charles Gifford, Vice-Commodore of the Royal Canadian Yacht Club, and the challenge came through this club. The vessel named was the schooner "Countess of Dufferin" which was in process of building at Coburg, Ontario, for a syndicate of which Major Gifford was the head. She was a ship of about 140 tons, and was designed and built by Capt. Alexander Cuthbert, who was also a member of the Syndicate. In view of the lateness of the challenge, the N.Y.Y.C. agreed that the six months' notice, demanded by the deed of gift, should be waived, and the destination of the cup should be decided in three races, the yacht winning two of these to win the trophy.

The most important concession which the N.Y.Y.C. made Major Gifford, however, was in agreeing to select only one yacht as the defender, and not, as in the previous contest, exercising an option according to the weather on the day of the race. This agreement has been followed by the N.Y.Y.C. ever since. The vessel selected by the N.Y.Y.C. was the schooner "Madeleine" of 152 tons, owned by Mr. John S. Dickerson, Commodore of the Brooklyn Yacht Club.

The "Madeleine" had been originally built by David Kirby (designer of the famous "Arrow") as a sloop in 1868, and in her original form had been a failure. In 1871 she was altered to a schooner, and after some further alterations to her hull in 1871 and again in 1873, she turned out a very fast vessel.

The "Countess of Dufferin" left Lake Ontario in June, and proceeding down the St. Lawrence arrived in New York about the middle of July. She was in poor condition, and was very adversely criticised. Her hull was extremely rough and unfinished, and her sails fitted so badly that they had to be re-cut.

In every way she showed, what was afterwards proved to be the case, that the challenge had been undertaken without sufficient funds to back it, and at the same time she had had insufficient "tuning up."

The cup races were to be over the same courses as in the previous challenge, that is, alternately, the N.Y.Y.C. course, and the "Outside" windward and leeward course.

The first race took place on August 11th over the N.Y.Y.C. course, and there was a moderate southerly breeze. The start was at 10.55 a.m., and "Madeleine" led over the line 35 secs. ahead of the challenger. Through the "Narrows" the defender increased her lead, and rounded the Sandy Hook L.V. nearly five minutes ahead of the "Countess of Dufferin." On the run home "Madeleine" increased this lead further, and eventually won by nearly 11 minutes corrected time.

The corrected elapsed times were :—

"Madeleine"	5.	23.	54.
"Countess of Dufferin"	5.	34.	53.

MADELEINE 1876

Photo by Beken and Son, Cowes, I. W.

The challenger was sailed in this race by her designer. The second, and, as it turned out, final race was sailed the next day, over a 20 mile to windward and leeward course. Owing, however, to a shift in the wind there was no true beat. At the start the wind was light from the S.S.E., which later shifted to the S.S.W. "Madeleine" again led the challenger over the line, and rounded the mark boat 11 minutes ahead, this lead she steadily increased on the run home and finished over 26 minutes ahead.

Corrected elapsed times :—

"Madeleine"	7.	18.	46.
"Countess of Dufferin"	7.	46.	00.

In this race the "Countess of Dufferin" was sailed by Capt. J. Ellsworth, who was a well known American yacht skipper.

It is interesting to note that the old "America" sailed with the challenger and defender, though not, of course, participating in the race. On the outward leg she beat "Madeleine" by over 1½ minutes, though on the homeward leg "Madeleine" beat her by about nine minutes.

There is not much available information, regarding the challenger, but there is no doubt that "Madeleine" was a faster vessel, nevertheless, "Countess of Dufferin" was considerably handicapped by her very poor suit of sails, and her insufficient "tuning up."

After the races she was laid up in New York, and there the financial troubles, which had handicapped her from the start, culminated in her being sold at a sheriff's sale to satisfy certain debts against her.

"Countess of Dufferin" was the last of the schooner challengers, and her name will be remembered from the then Governor-General of Canada,

the author of that delightful description of a cruise—" Letters from High Latitudes "—though this is hardly his biggest claim to fame !

The late Lord Dufferin was hereditary Vice-Admiral of Ulster, and incidentally was the first Commodore of the Royal Ulster Yacht Club, a club which in later years has been largely identified with challenges for the cup.

THE FOURTH CHALLENGE. 1881

THE FOURTH CHALLENGE. 1881

The next challenge was received in May 1881, and it again hailed from Canada. This challenge was issued by a small club called the Bay of Quinte Yacht Club, which was situated on Lake Ontario. The vessel named was "Atalanta," a sloop of 84 tons, and was designed by Capt. Cuthbert, the designer of the challenger of 1876, for a syndicate of which he was the head.

The N.Y.Y.C. had the sloop "Pochahontas" built by David Kirby, designer of the famous "Arrow," but in the trials with the sloops "Mischief," "Gracie," and "Hildegarde," she proved a hopeless failure. This was the first time that a yacht was specially built for the defence of the cup, and also the first time that trials were held to select the defender. "Mischief" (Mr. J. B. Busk owner) designed by A. Cary Smith and built in 1879; having proved herself the best of a rather mediocre lot in the trials, was eventually chosen to defend the cup. The conditions as to the number of races, and the details as to courses were the same as in 1876, and again the six months' notice was waived. "Atalanta" did not arrive until late in the season, having been towed through the Erie Canal. This procedure afterwards led to alteration in the deed of gift. "Atalanta" was in poor shape, and like the preceding challenger, was handicapped by a very badly fitting suit of sails, while her hull was very rough. Her crew was composed entirely of amateurs.

The first race was fixed for Nov. 8th, but owing to lack of wind it was postponed. On Nov. 9th, however, the first race took place over the N.Y.Y.C. course. The morning was wet and foggy, but there was a strong though unsteady S.W. breeze. "Mischief" led over the line by about one minute, and, completely outsailing "Atalanta," rounded the Sandy Hook L.V. nearly 13 mins. ahead, this lead she more than doubled on the run home, and won by over 28 mins. corrected time. "Atalanta" appeared too heavily sparred, and in the squalls heeled so far that it would have occasioned no surprise had she capsized.

The corrected times were :—

"Mischief"	4.	17.	9.
"Atalanta"	4.	45.	29.

In this race the challenger was again sailed by her designer.

The second race took place the next day, and was over a 16 mile to leeward and return course off Sandy Hook. There was a strong Westerly breeze, but not much sea. "Mischief" was over the line first, and on the run did not get away from "Atalanta," as had been expected, until the latter's spinnaker boom broke. In spite of this, "Mischief" was only 1 min. 45 secs. ahead at the mark. On the beat back, however, the challenger made a poor showing and was beaten by over 38 minutes.

The corrected elapsed times were :—

"Mischief"	4.	54.	53.
"Atalanta"	5.	33.	47.

So, once more the cup was safe for another year. In this, as in the preceding challenge, the challenger was badly outclassed, and there does

not appear to be any doubt that both were built in too great a hurry, insufficiently tested, and very poorly fitted out. Financial difficulties seem to have added to the troubles of both, as apparently the cost of challenging had been much underestimated, and the members of the syndicates could not, or would not, contribute further to the funds.

At the conclusion of the "Atalanta"—"Mischief" contests, Capt. Cuthbert announced that he intended to lay "Atalanta" up in New York with a view to challenging again with her the next year. This, however, he was precluded from doing by a new deed of gift. The N.Y.Y.C. had decided that the original deed of gift was inadequate to cover various points which might arise, and indeed, which had already arisen, and in December 1881, they, therefore, returned the cup to Mr. G. L. Schuyler, as the sole survivor of the original donors, with the request that he would make it over under a new and more conclusive deed. This, Mr. Schuyler agreed to do, and the following were the new conditions :—

> "Any organised yacht club of a foreign country, incorporated, patented, or licensed by the legislature, admiralty or other executive department, having for its annual regatta an ocean water-course on the sea or on an arm of the sea (or one which combines both), practicable for vessels of 300 tons, shall always be entitled, through one or more of its members to the right of sailing a match for this cup, with a yacht or other vessel propelled by sails only, and constructed in the country to which the challenging club belongs, against any one yacht or vessel as aforesaid, constructed in the country of the club holding the cup.

"The yacht or vessel to be not less than 30 or more than 300 tons, measured by the custom-house rule in use by the country of the challenging party.

"The challenging party shall give six months' notice in writing, naming the day for the proposed race, which day shall not be later than seven months from the date of the notice.

"The parties intending to sail for the cup may, by mutual consent, make any arrangement satisfactory to both as to the date, course, time allowance, number of trials, rules, and sailing regulations, and any and all other conditions of the match, in which case also the six months' notice may be waived.

"In case the parties cannot mutually agree upon the terms of a match, then the challenging party shall have the right to contest for the cup in one trial sailed over the usual course of the annual regatta, of the club holding the cup, subject to its rules and sailing regulations, the challenged party not being required to name its representative until the time agreed upon for the start.

"Accompanying the six months' notice there must be a custom-house certificate of the measurement, and a statement of the dimensions, rig and name of the vessel.

"No vessel which has been defeated in a match for this cup can be again selected by any club for its representative until after a contest for it by some other vessel has intervened, or until after the expiration of two years from the time such contest has taken place.

"Vessels intending to compete for this cup must proceed under sail on their own bottoms to the port where the contest is to take place.

"Should the club holding the cup be for any cause dissolved, the cup shall be handed over to any club of the same nationality it may select which comes under the foregoing rules.

"It is to be distinctly understood that the cup is to be the property of the club and not of the owners of the vessel winning it in a match, and that the condition of keeping it open to be sailed for by organised yacht clubs of all foreign countries upon the terms above laid down, shall forever attach to it, thus making it perpetually a challenge cup for friendly competition between foreign countries.

GEORGE L. SCHUYLER."

It will be seen that para. 7 prevented Capt. Cuthbert from trying conclusions with "Atalanta" the next year as he wished to do. Para. 8 was included to prevent a recurrence of the means whereby "Atalanta" was brought to New York, which was considered undesirable. It will be obvious, however, that while it ensured the production of a necessarily seaworthy challenger, in itself a very desirable idea, the defender was in no such way affected, and could be of the extreme type of racing machine.

Again, notices were sent by the N.Y.Y.C. to all yacht clubs, and challenges were invited. No response, however, was made until the end of 1884.

THE FIFTH CHALLENGE. 1885

THE FIFTH CHALLENGE. 1885

The next challenge originated from England once again. In December 1884, Mr. Beavor Webb challenged on behalf of Sir Richard Sutton, Bart. with "Genesta," and Lieut. William Henn, R.N., with "Galatea," in the event of the first named being unsuccessful. The N.Y.Y.C. held that the Deed of Gift did not permit of a double challenge, such as this, and they therefore accepted the first named to be sailed in 1885, and at the same time provisionally accepted Lieut. Henn's, to be sailed in 1886, subject to Sir Richard Sutton's challenge proving unsuccessful.

"Genesta," a cutter which had been launched in 1884, was designed by Beavor Webb, and was a vessel of 141 tons. She had been moderately successful in her class, but had not quite as good a record as "Irex." "Irex," however, was a very remarkable vessel, as she survived the strain of class racing for four seasons. Indeed it was not until her sixth season that she was relegated to the handicap class, where most of the first class cutters found themselves in a much shorter time.

The chief interest in the challenges of '85 and the following year lay in the fact that they were really trials between the heavy "plank-on-edge" type and the American type of beamy light-draught vessels.

The N.Y.Y.C. took most enthusiastic measures to defend the cup against "Genesta," and sent out an appeal to all yacht clubs in the United States, inviting their co-operation. They realised that it was a test, not so much for the cup itself,

but as between representatives of the radically different types of yachts which had been evolved by American and British designers, and which were so absolutely different that if one was right then the other must necessarily be wrong. It was, perhaps, rather a case of "America" over again.

Two new sloops were built, "Priscilla," designed by Cary Smith, for Mr. Gordon Bennett and Mr. W. P. Douglas, Commodore and Vice-Commodore of the N.Y.Y.C., and "Puritan" designed by Edward Burgess, for a syndicate headed by Mr. J. M. Forbes and Genl. Paine. Edward Burgess was at this time only 36 years of age, and this was his first attempt at designing a large vessel, the success of which laid the foundation of his reputation in later days as the foremost American yacht designer.

In the trials against "Priscilla," the old sloop "Gracie" (which had taken part in the trials of 1881), and the cutter "Bedouin" (built in 1882 by John Harvey), "Puritan" proved her superiority, especially on the wind, and was selected as the cup defender. "Puritan" was a vessel of 106 tons, and though of smaller displacement than "Genesta" had about 800 sq. ft. more sail, and allowed her 28 secs. over both courses.

The conditions as to the number of races, and courses to be sailed, were the same as for the previous challenge, and Sir Richard Sutton raced as the representative of the Royal Yacht Squadron. The defender was sailed in the contest by Capt. A. Crocker.

The first completed race took place on September 14th, after several abortive attempts which had failed through lack of wind, except on Sept. 8th when there had been a foul at the start, in which both vessels were damaged. "Puritan" was in the wrong, and the Regatta Committee

PURITAN 1885

Photo by Rehan and Son, Cowes. I. W.

informed Sir Richard Sutton that he could "sail over"; this he declined to do. He afterwards informed the Committee that he wanted to race for the cup, and did not wish to take advantage of an accident such as this. His sporting spirit was much appreciated, and the Committee ordered the race to be re-sailed on the 14th. The course was the N.Y.Y.C. course, and at the start the wind was light and unsteady from S.W., freshening later.

"Puritan" outsailed the challenger from the start, having a lead of over five minutes at the Light Vessel, this lead she increased off the wind, and won by over 16 minutes corrected time. On the wind the defender had somewhat better luck in the flukey breeze, but off the wind, which by then was steady, she was unquestionably faster.

The next race was on Sept. 16th, and was sailed in a fresh to strong N.N.W. wind. The mark was put out to leeward, 20 miles E.S.E. of the Scotland Light Vessel.

"Genesta" made the better start, crossing the line about ½ minute ahead of "Puritan," and on the run increased this lead, and rounded the mark two minutes ahead. On the beat, however, the wind freshened, and eventually "Puritan" took the lead after 4½ hours sailing, to win the match by just over 1½ minutes, amidst tremendous excitement, as "Genesta" was catching her at the finish.

That finished the cup contests for that year, and again the challenge had failed. "Genesta," however, did not return home empty-handed, as she won the Brenton Reef, and Cape May Challenge cups. In the two races for these trophies, however, the schooner "Dauntless" was her opponent, and not the "Puritan." It is interesting

to note that "Genesta" was sailed by Capt. John Carter during her stay in American waters. It will be remembered that he afterwards sailed "Britannia" from 1893-96, when she was almost unbeatable.

THE SIXTH CHALLENGE. 1886

GALATEA 1886

Photo by Beken and Son, Cowes, I. W.

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THE SIXTH CHALLENGE. 1886

Following "Purit n's" successful defence of the cup against "Genesta" the Cup Committee took up Lieut. Henn's challenge of 1884, which had been in abeyance pending the result of the 1885 contest, and the challenge was definitely accepted in October 1885, with Lieut. Henn as the representative of the Royal Northern Yacht Club.

"Galatea" was a cutter of about 140 tons, and had been built the previous year, from lines by Beavor Webb, the designer of "Genesta." "Galatea" was the longest and heaviest displacement vessel in proportion to her Y.R.A. tonnage that had been built.

It was anticipated that she would prove a second "Jullanar," which was the next epoch making vessel after "America," but, however, to the disappointment of everybody she turned out a dismal failure. She was an unwieldy vessel, and much over-sparred. In fifteen races in '85 she only won one first, and two second prizes, while "Irex" in the same class, had nineteen firsts in about double the number of starts. In view of "Galatea's" performances in British waters she did not appear to have as good a chance as "Genesta" had had the year before. This was afterwards proved to be a perfectly correct assumption. "Galatea" was, however, somewhat improved in '86 by some alterations of ballast, but she did not even then show herself worth very much.

As soon as the challenge had been accepted, Genl. Paine, believing her designer could improve

on "Puritan," immediately commissioned Edward Burgess to build a new defender.

"Mayflower" a C-B cutter, was the result, but in the trials against the old "Puritan," and "Priscilla," and a new boat "Atlantic," designed by Capt. P. Ellsworth for a syndicate composed of members of the Atlantic Yacht Club, the Burgess boat at first made a poor showing. After some "tuning up," however, she found her true form and proved her right to defend the trophy. She was a somewhat larger vessel than "Puritan," being 100 ft. over all, and she carried nearly 9000 sq. ft. of sail against "Puritan's" 7800 sq. ft., and the challenger's 7000 sq. ft. odd. In the trials, as well as in the cup races, "Mayflower" was sailed by Capt. "Hank" Haff, one of the most famous of American yacht skippers.

"Galatea" was allowed 38 secs. on the N.Y.Y.C. course, and 39 secs. over the "Outside" course.

Lieut. Henn sailed "Galatea" across the Atlantic, acting as his own navigator. He was accompanied by his wife, and as they were accustomed to spending the greater part of the year afloat, "Galatea" was comfortably fitted out below—a great contrast to the later day racing machines. Shortly before the first race, Lieut. Henn issued a challenge to any "single-sticker in the country" for an ocean race from Sandy Hook round Bermuda and back. The owner of "Mayflower" also challenged Lieut. Henn to a race from Marblehead to Cape Cod, in a gale! Neither of these sporting challenges, however, appear to have been accepted.

The conditions for the cup races were again the same with regard to courses, and the number of races. The first race took place on Sept. 7th over the N.Y.Y.C. course. The morning was dull with little or no wind, and the sea smooth.

Towards the start, however, there was a light southerly breeze. "Galatea," which was steered by her designer, made the better start, and for a time led. "Mayflower," the defender, however as the breeze freshened overhauled "Galatea," and at Sandy Hook Light vessel had a lead of nine minutes. On the reach, and run home, she increased this and won by 12 minutes. It was stated after the race that "Galatea" had been interfered with by the wash of the many excursion steamers but her owner does not appear to have made any complaint.

The second race, which was started on the 9th, proved abortive, as both yachts ran into fog, and, as there was no chance of their finishing within the seven hour limit, the race was abandoned, with "Mayflower" having made a much better showing in the light wind. It should have been mentioned that the Cup Committee and the challenger of the previous year had agreed that no race should be counted which was not finished within seven hours, and the same agreement obtained this year.

The third and last race took place over the "Windward and Leeward" course on Sept. 11th. There was a light to a fresh N.W. breeze, and the mark was to leeward. The start was from the Scotland Light Vessel, and on the run "Mayflower" was considerably faster, and rounded the mark over a mile ahead. On the beat home the wind died, but until near the finish, when "Galatea" found a light air, and caught up considerably, "Mayflower" had increased her mile lead and she eventually won by about half an hour. In this race it was hard luck that Lieut. Henn should have been confined to his bed, and unable to take charge of "Galatea." This had not, however, probably any great in-

fluence on the final result, as there is no doubt that "Mayflower" was a much superior vessel to "Galatea." The "Genesta"—"Galatea" cup races had certainly proved the superiority of the American type of vessel, at any rate in so far as racing was concerned, though it was generally admitted that the British type was more seaworthy. "Galatea" remained in the United States during the winter of 1886—87, and Lieut. Henn raced her in the summer of 1887 in American waters. She, however, made an indifferent showing and won few races.

THE SEVENTH CHALLENGE. 1887

THISTLE 1887

THE SEVENTH CHALLENGE. 1887

In 1886 yachtsmen had come to the conclusion that some new method of measurement would be desirable. For many reasons the old A, B and C Classes had proved unsatisfactory. Besides which it was realised that the types of vessels which were being produced were becoming more and more extreme, and so in the autumn of 1886 the Y.R.A. introduced the "length and sail area" rule.

The first large vessel to be built to this new rule was "Thistle" from lines by Mr. G. L. Watson. She was built for Mr. James Bell, Vice-Commodore of the Royal Clyde Yacht Club, and a syndicate of Scottish yachtsmen, with a view to challenging for the America's Cup. The challenge, which was sent through the Royal Clyde Yacht Club in March 1887, was immediately accepted. Considerable interest was attached to "Thistle," as being built under the new rule, and also with the express intention of competing for the cup (to which contest the rule did not apply); yachtsmen were curious to see what type of vessel would be evolved. Her designer must have been somewhere "between the devil and the deep sea" in deciding how best to fit her for her two tasks. Despite these difficulties he turned out a very fine vessel, and before her departure for the United States, in thirteen races against "Irex," "Thistle" won 11 first prizes.

Despite the fact that in view of the change in our rating rules, this challenge was regarded in the United States as a very dangerous one, only one vessel was built. The N.Y.Y.C. again relying

on Edward Burgess for the cup's defender, which they found in the new sloop "Volunteer" which Burgess had built for General Paine. She proved such a successful vessel that she only sailed in one trial race against "Mayflower," her choice from the start being rather a foregone conclusion.

"Thistle" was slightly the larger vessel, being about 1ft. longer on the L.W.L., and, though she carried less sail, rated higher.

The conditions regarding the number of races and courses were again the same. Over the "Inside" course the challenger received five seconds, and over the "Outside" six seconds. The defender was again sailed by Captain Haff, and "Thistle" was in charge of Capt. John Barr, who had first sailed in American waters in the cutter "Clara" (designed by W. Fife), which had been sent over in 1885.

On September 22nd both yachts were measured, when it was found that "Thistle" exceeded the L.W.L. which had been furnished at the time of the challenge, in accordance with one of the clauses of the Deed of Gift. The amount of excess was 1.46 feet. This was considered so important that a committee was formed to decide whether "Thistle" was eligible to race or not. The committee decided to refer the matter to Mr. G. L. Schuyler, one of the original donors, for his decision. Mr. Bell had pointed out, that as the N.Y.Y.C. rules permitted the shifting of ballast up to 9 p.m. of the day preceding a race, subject to re-measurement, neither vessel was tied down to a fixed water line. Mr. Schuyler in his decision pointed out that while he considered it of great importance that the dimensions should be accurately given in the challenge, in this case he did not consider the variation was sufficient to disqualify "Thistle."

This decision having been arrived at the contests commenced.

The first race was on September 27th on the N.Y.Y.C. course. This was the last occasion on which this course was used, all subsequent matches being sailed either over a windward and leeward course or over a triangular course. The "Inside" course had nothing to recommend it, and the crowding at the start and through the Narrows by the many excursion steamers, made conditions most unfair if not dangerous for the yachts. Mr. Bell, after the first race, described it as the worst course he had ever sailed over. On the 27th there was a very light and flukey breeze, and after a postponement for lack of wind, a start was made at 12-20 p.m. "Thistle" was over the line first, but shortly afterwards lost the breeze, while the defender managed to keep going in a light air. Later on "Thistle" picked up a light wind, but by then "Volunteer" was about half a mile ahead. Later on getting a better breeze she increased this lead, and led round the Sandy Hook Light Vessel over 18 minutes ahead. This lead she slightly increased on the homeward legs, and won by over 19 minutes.

The corrected elapsed times were :—

"Volunteer"	4.	53.	18.
"Thistle"	5.	12.	41.

It is interesting to note, in view of subsequent occurrences, that after this race the Press were unanimous in condemning the conduct of the many pleasure steamers which followed the race, characterising the manner in which they incommoded both yachts as disgraceful. In view of this, it seems regrettable that the Cup Committee did not take the matter more to heart, in which case they might have escaped the unpleasant episodes

which took place in 1895, and the unfortunate denoument in that year. After the race, the owner of "Thistle" expressed his dissatisfaction at the way the challenger had sailed, and gave the opinion that something was wrong with her, under water. However, on examination, nothing could be found amiss. The second race was fixed for Sept. 28th but on account of the unsuitable weather the Committee decided to postpone the match until the 30th. On the morning of that day the weather was thick, and at the start there was heavy rain and a strong Easterly wind. The course was 20 miles to windward from the Scotland L.V. and return. There was a considerable sea running, and the Scottish supporters were in hopes that the conditions would be more favourable for the challenger.

"Thistle" was over the line first, and for some time there was no change in the positions of the vessels. "Volunteer" was, however, pointing higher and at the end of an hour's sailing was able to cross "Thistle," and eventually rounded the mark almost 15 minutes ahead. On the run back the challenger reduced this by four minutes, but was beaten by over 11 minutes corrected time.

Thus the Scottish attack had met with no better fortune than its predecessors. Mr. Bell admitted after the races that the better boat had won. It was generally agreed, however, that "Thistle" was the best boat which had, so far, come over to contest the cup. Before his departure from the United States, Mr. Bell announced that "Thistle" was for sale. The price which he asked was £10,000. No-one, however, appeared anxious to take advantage of this in the United States, and "Thistle" returned to British waters in October. In 1891 she was purchased by His Imperial Majesty the ex-Emperor of Germany

and re-named "Meteor." That H.I.M. paid the figure which had been asked in 1886 is improbable, but it is possibly not unfair to assume that he was not allowed to get her for very much less! Be that as it may, it is of interest to note that the old challenger was the first yacht on the lists of the Imperial German Yacht Club, which was established at Kiel in 1891.

THE 1887 DEED OF GIFT

THE THIRD DEED OF GIFT. 1887

On the day following the final race between "Thistle" and "Volunteer" a notification was received from Mr. Charles Sweet, a resident in New York, and a member of both the N.Y.Y.C. and the Royal Clyde Y.C., stating that he intended challenging through the latter club. On Oct. 29th the formal challenge was received from the Royal Clyde naming a cutter 69 to seventy feet L.W.L. In the meantime, however, the N.Y.Y.C. had again returned the cup to Mr. Schuyler with a view to further amendment of the deed of gift, and it was again given back to the N.Y.Y.C. by him under a new deed on Oct. 24th, 1887. A copy of the new deed was sent to the Royal Clyde, and, as a result, Mr. Sweet's challenge was withdrawn.

The following is the full deed of gift, and under which the N.Y.Y.C. now holds the cup.

> "This deed of gift, made the 24th day of October 1887, between George L. Schuyler, as sole surviving owner of the cup won by the yacht "America" at Cowes, England, on the twenty-second day of August 1851, of the first part, and the New York Yacht Club, of the second part. Witnesseth :—
>
> "That the said party of the first part, for and in consideration of the premises and of the performance of the conditions and agreements hereinafter set forth by the party of the second part, has granted, bargained, sold, assigned, transferred, and set over, and by these presents does grant, bargain, sell, assign, transfer, and set over unto said party of the

second part, its successors and assigns, the cup won by the schooner-yacht "America" at Cowes, Eng., upon the twenty-second day of August, 1851. To have and to hold the same to the said party of the second part, its successors and assigns, in trust, nevertheless, for the following uses and purposes :

"The cup is donated upon the condition that it shall be preserved as a perpetual challenge cup for friendly competition between foreign countries. Any organised yacht club of a foreign country, incorporated, patented, or licensed by the Legislature, Admiralty or other executive department, having for its annual regatta an ocean water-course on the sea, or on an arm of the sea, or one which combines both, shall always be entitled to the right of sailing a match for this cup with a yacht or vessel propelled by sails only, and constructed in the country to which the challenging club belongs, against any one yacht or vessel constructed in the country of the club holding the cup.

"The competing yachts or vessels, if of one mast, shall not be less than sixty-five feet, nor more than ninety feet on the load water-line ; if of more than one mast, they shall not be less than eighty feet nor more than one hundred and fifteen feet on the load water-line.

"The challenging club shall give ten months' notice in writing, naming the days for the proposed races, but no race shall be sailed on the days intervening between November 1st and May 1st.

"Accompanying the ten months' notice of challenge there must be sent the name of the owner, and a certificate of the name, rig, and following dimensions of the challenging

vessel, namely: Length on load water-line, beam at load water-line, and extreme beam, and draught of water, which dimensions shall not be exceeded; and a Custom-House registry of the vessel must be sent as soon as possible.

"Vessels selected to compete for this cup must proceed under sail on their own bottoms to the port where the contest is to take place.

"Centre board or sliding keel vessels shall always be allowed to compete in any race for this cup, and no restriction or limitation whatever shall be placed upon the use of such centre-board or sliding keel, nor shall the centre board nor sliding keel be considered a part of the vessel for any purposes of measurement.

"The club challenging for the cup and the club holding the same may, by mutual consent, make any arrangement satisfactory to both as to the dates, courses, number of trials, rules and sailing regulations, and any and all other conditions of the match, in which case also the ten months' notice may be waived.

"In case the parties cannot mutually agree upon the terms of the match, then three races shall be sailed, and the winner of two of such races shall be entitled to the cup. All such races shall be on ocean courses, free from headlands, as follows:

"The first race, twenty nautical miles to windward and return; the second race, an equilateral triangular race of thirty-nine nautical miles, the first side of which shall be a beat to windward; the third race, if neces-

sary, twenty nautical miles to windward and return ; one week day shall intervene between the conclusion of one race and the starting of the next race.

" These ocean courses shall be practicable in all parts for vessels of 22 feet draught of water, and shall be selected by the club holding the cup ; and these races shall be sailed subject to its rules and sailing regulations, so far as the same do not conflict with the provisions of this deed of gift, but without any time allowances whatever.

" The challenged club shall not be required to name its representative vessel until at a time agreed upon for the start, but the vessel when named must compete in all the races, and each of such races must be completed within seven hours.

" Should the club holding the cup be for any cause dissolved, the cup shall be transferred to some club of the same nationality eligible to challenge, under this deed of gift, in trust and subject to its provisions.

" In the event of the failure of such transfer within three months after such dissolution, said cup shall revert to the preceding club holding the same, and under the terms of this deed of gift.

" It is distinctly understood that the cup is to be the property of the club, subject to the provisions of this deed, and not the property of the owner or owners of any vessel winning a match.

" No vessel which has been defeated in a match for this cup can be again selected by any club as its representative until after a

contest for it by some other vessel has intervened, or until after the expiration of two years from the time of such defeat.

"And when a challenge from a club fulfilling all the conditions required by this instrument has been received, no other challenge can be considered until the pending event has been decided.

"And the said party of the second part hereby accepts the said cup, subject to the said trust, terms, and conditions, and hereby covenants and agrees, to and with the said party of the first part, that it will faithfully and fully see that the foregoing conditions are fully observed and complied with by any contestant for the said cup during the holding thereof by it, and that it will assign, transfer, and deliver the said cup to the foreign yacht club whose representative yacht shall have won the same in accordance with the foregoing terms and conditions, provided the said foreign club shall, by instrument in writing lawfully executed, enter with said party of the second part into the like covenants as are herein entered into by it, such instrument to contain a like provision for the successive assignees to enter into the same covenants with their respective assignors, and to be executed in duplicate, one to be retained by each club, and a copy thereof to be forwarded to the said party of the second part.

"In witness whereof the said party of the first part has hereunto set his hand and seal, and the said party of the second part has caused its corporate seal to be affixed, to these presents, and the same to be signed by

its Commodore and attested by its secretary, the day and year first above written.

GEORGE L. SCHUYLER,
The New York Yacht Club.
(By) ELBRIDGE T. GERRY,
Commodore.
JOHN H. BIRD, Secretary.
In the presence of H. D. HAMILTON."

It will be seen that this new deed of gift, which was the first to be set out in full legal form, differed considerably from its predecessors, and was the subject of much hostile criticism. The most important changes from the original deed and its subsequent amendment in 1882 were in the mutual agreement clause, and the very full details of the challenger which had to be furnished with the challenge. The notice required was also extended from six to ten months. The most important of these was in the intent of the mutual agreement clause. In this deed no "mutual agreement" could be entered into until various conditions had been complied with, whereas in the previous deeds the whole details of the challenge could be arranged by mutual agreement. The extension of the notice required would appear to have been made with a view to allowing the defender to be built from dimensions given by the challenger.

The general opinion was that the deed was too overwhelmingly in favour of the defending club, and altogether unsporting. The conditions, too, which bound any club winning it to enforce these unsporting conditions were the subject of much adverse comment. That these criticisms were not without effect was shown by the N.Y.Y.C. modify-

ing the deed by a resolution in which it was stated . . . "That the terms under which the races between "Genesta" and "Puritan," "Galatea" and "Mayflower," and "Thistle" and "Volunteer" were sailed are considered satisfactory to this club, and a challenge made under these terms would be accepted" . . .

At the same time, however, the N.Y.Y.C. made it clear that if the cup was won, the club winning it was to be bound under the full terms of the deed.

This is the deed under which the N.Y.Y.C. now holds the cup, but it is only fair to say that in all subsequent challenges the club has given favourable consideration to the claims of the various challengers. The last surviving donor, Mr. G. L. Schuyler, died in 1890, and it does not appear likely that the deed will now ever be altered.

THE EIGHTH CHALLENGE. 1893

THE EIGHTH CHALLENGE.. 1893

After the Scottish attack in '87 the cup was allowed to remain in peace for just over a year, but in the Spring of 1889 a challenge was received from the late Earl of Dunraven through the Royal Yacht Squadron, and the vessel named was the first "Valkyrie." The challenge was accepted, but after prolonged correspondence the matter dropped, as the R.Y.S. stated that in the event of "Valkyrie" winning they would not consider it desirable in the interests of the sport to insist on such harsh terms for any future challenger, as the deed of gift laid down. Lord Dunraven, however, after a certain amount of unofficial correspondence in which various concessions were made by the N.Y.Y.C., the most important of which was that only the L.W.L. of the challenger had to be sent instead of the dimensions as laid down in the deed of gift, sent a definite challenge in November 1892 through the R.Y.S. This was accepted, and Lord Dunraven commissioned Mr. G. L. Watson to build him a new vessel for the contests. "Valkriye II," as the new vessel was christened, was about double the rating of her older sister. She was 87ft. L.W.L. and carried over 10,000 sq. ft. of sail.

The year '93 heralded a great revival of "Big-class" racing, as in addition to "Valkyrie II," "Britannia," "Satanita," and "Calluna" were also launched. At the same time, a prominent American yachtsman, Mr. R. Phelps Carrol, announced that he intended to bring "Navahoe" over, to try and win back the Brenton Reef and Cape May Cups, which "Genesta" had won in

1885. As it was reported that "Iverna," and "Meteor" (ex "Thistle") were also to join the class, it seemed as if the "Golden Age" of yachting had arrived.

Before her departure to the United States, "Valkyrie II" met "Britannia" in 21 races, of which she managed to win 12. The outlook for the cup contest, in consequence, seemed distinctly favourable.

When the challenge from Lord Dunraven was received, there was a tremendous outburst of enthusiasm among American yachtsmen, and the keels of no less than five yachts were laid, so that as much as was humanly possible might be done to ensure the safe keeping of the cup. The vessels so built were the "Navahoe," "Colonia," and "Vigilant," designed by Herreshof, the "Jubilee," designed by Paine, a son of Genl. Paine, and the "Pilgrim," by Stewart and Binney, who were the successors of the famous Edward Burgess who had died in 1891.

It is perhaps incorrect to include "Navahoe" as a potential cup defender, for she had been built, as has already been stated, with the intention of trying to bring back the two American cups which were held over here. As it turned out she was successful in the Brenton Reef Cup Race which was sailed on Sept. 12th, as though "Britannia" finished first, the race was awarded to "Navahoe" on a protest. In the Cape May Cup, however, sailed on Sept. 15th, she was badly beaten by "Britannia."

After the many trials which were held to decide which of the four vessels should have the honour of defending the cup, the Cup Committee selected "Vigilant" (Messrs. Iselin and Morgan). "Pilgrim" did not come up to expectation, and indeed had proved such a failure that she was put

VIGILANT 1893

Photo by Beken and Son, Cowes, I. W.

out of commission. "Colonia" had shown herself to be very poor to windward, and "Jubilee's" gear was so unreliable that she could not have been depended on to last out the cup races. She was nevertheless an unquestionably fast vessel.

"Vigilant" was a centre board vessel of about the same L.W.L. as "Valkyrie," but she carried over 1000 sq. ft. more sail. It had been arranged that the cup races should begin on Oct. 5th, and this time it had been agreed that five races should be sailed. That is, the destination of the cup should be decided by whichever yacht first won three races. The courses on this occasion were alternately, a 15 mile windward and leeward course, and a triangular course with 10 mile legs, one leg to be to windward. All races were to be sailed in a time limit of six hours. This was the only occasion that "one gun starts" were used, as it was afterwards considered that it put too much of a premium on the relative merits of the captains rather than the yachts.

The first race, without taking into account an abortive one on Oct. 5th, took place on the 7th over the windward and leeward course. There was a moderate breeze from W. by N., and the mark was put out to leeward, owing, however, to a shift in the wind there was no real windward work, the conditions being a broad reach out, and a close haul on the homeward leg. "Vigilant" slowly went away from the start, and led round the mark by over a mile. On the return leg the wind freshened but there was no change in the relative positions, and the corrected times were :—

"Vigilant"	4.	5.	47.
"Valkyrie II"	4.	11.	35.

"Vigilant" allowed "Valkyrie II" 1 min. 48 secs.

"Vigilant" was sailed by her designer, Mr. Herreshof, with Capt. W. Hansen as her sailing master, while "Valkyrie" was in charge of Capt. Cranfield. The race was an unsatisfactory test for both vessels, as the wind was unsteady both in strength and direction.

The second race was on Oct. 9th, over the triangular course in a fresh to strong S.W. wind. The first leg was to windward, and "Valkyrie II" at first led, but "Vigilant," in the increasing wind, gradually out-sailed her, and rounded the first mark over 4 minutes ahead. The next leg was a broad reach and the "Vigilant" took another 4 minutes and more off the "Valkyrie," rounding the second mark over 9 minutes ahead. The last leg was another reach, and despite "Vigilant" being eased to relieve her bowsprit, which had been sprung, she took over 3 minutes off "Valkyrie," winning by over 10½ minutes corrected time. "Valkyrie's" time allowance was again 1 min. 48 secs.

"Valkyrie" was beaten fairly and squarely in this race and there did not appear to be much hope for the next match. Nevertheless, some alterations were made in "Valkyrie." She was given more lead, and on consequent re-measurement lost 15 seconds of her time allowance, but as the final race showed was considerably improved.

The next race was on Oct. 11th, but as neither yacht was near the finish at the expiration of the six hours, it was declared void, according to the agreement.

On the 13th the wind was from the East, and blowing hard. The general opinion was that the defender would beat the "Valkyrie II" even more easily in the strong wind and heavy

sea, but as it turned out, this prophecy was considerably wide of the mark.

The course was the windward and leeward one, and both vessels made an even start. At first "Vigilant" led, but about half way to the mark the wind increased and "Valkyrie" took the lead, and getting further and further away from her opponent, rounded the mark nearly two minutes ahead. Both yachts had started with a reef down, and after the mark was rounded "Vigilant" shook out her reef and about half way home managed to get through "Valkyrie's" lee, and won by 40 seconds corrected time.

"Valkyrie" had bad luck in losing two spinnakers, which had been torn in hoisting, but it is probable that the bad luck was about evenly divided, because "Vigilant" had considerable trouble with her centre-board on the windward leg.

On the windward leg "Valkyrie" beat the "Vigilant" 1 min. 55 secs. and on the leeward leg "Vigilant" gained 4 mins. 8 secs.

Before leaving the United States, Lord Dunraven had announced his intention of making a further attempt to win the cup, in the following year. It was not, however, until 1895 that the next contest took place. It is interesting to note that in 1894 when "Vigilant" visited British waters, in sixteen starts she was beaten 11 times by "Britannia." As "Valkyrie II" had had somewhat the better of "Britannia" before the former's departure for the United States in '93, either "Britannia" must have improved or else neither "Valkyrie II" nor "Vigilant" sailed up to their true form in strange waters. "Valkyrie's" unfortunate end is probably too well known to need repetition, but for the benefit of those who do not know, she was sunk in 1894 by collision with "Satanita" at Hunters Quay, just before the

start of the Mudhook Regatta. This was the first race that the old challenger and defender were to meet again, and so, unfortunately, there was never an opportunity of comparing them in British waters.

"Vigilant" will be remembered as the first of the purely racing machines which defended the cup, though she was of a considerably more seaworthy type than her successors.

She may however be considered as the pioneer of that type of yacht which the cup contests subsequently developed, and which have been quite useless for anything except the cup races, and which therefore cannot be considered as helpful to the sport of yacht racing in the slightest degree.

THE NINTH CHALLENGE. 1895

VALKYRIE III. 1895

THE NINTH CHALLENGE. 1895

The next challenge, which was issued in Dec., 1894, again came from the late Earl of Dunraven, through the R.Y.S. This had been foreshadowed by Lord Dunraven's announcement in 1893.

The terms suggested were agreeable with the previous arrangements. In view, however, of the subsequent developments it is of interest to note that Lord Dunraven asked, in addition, that both yachts should be measured with all weights on board, and their L.W.L.'s marked. He also suggested that the races should be sailed off Marblehead, as being more likely to give a clear course. The Cup Committee agreed to the first request, but declined the second proposal. The "one gun" start was also abandoned. The challenge was definitely accepted in Jan., 1895, and the ten months' notice reduced to eight.

The vessel named, in accordance with one of the conditions of the deed of gift was "Valkyrie III." Once again Lord Dunraven entrusted Mr. G. L. Watson with the design of the challenger. Mr. Watson in this case turned out a very extreme fin-keeled type of vessel. Her L.W.L. was 88.8 ft., and she carried just over 13,000 square feet of sail. "Valkyrie III" only raced three times before she went across the Atlantic, and she was therefore somewhat of an unknown quantity. In the three races she did sail, "Britannia" beat her twice. In these races "Valkyrie" had to allow the "Britannia" almost five seconds a mile, but in one match, in a good hard breeze, the "Britannia" beat her fair and square by over

four minutes! Her chances for the cup, therefore, to say the least of it were not very hopeful.

On this occasion, for the defence of the cup, only one vessel was built. This was the "Defender," designed by Herreshof for Mr. Iselin and a syndicate. Mr. Iselin had previously been associated with the defence of the cup, as he had been a part owner of "Vigilant," the defender in the previous challenge.

"Defender" was the first keel sloop to defend the cup. She was one of the first vessels in which aluminium was largely used, and was never structurally strong enough. She was broken up after only six year's racing; an early example of the useless types developed by the cup contests. "Defender" was almost the same on the L.W.L. as "Valkyrie," but she was of less displacement, and had about 500 sq. ft. less sail area, and was allowed 29 secs. by "Valkyrie" over the courses, or almost 1 sec. per mile.

In the cup contests, "Defender" was sailed by Capt. Haff, while "Valkyrie" was in the charge of Capt. Cranfield assisted by Capt. Sycamore. In the trials which were held against "Colonia," "Vigilant," "Volunteer" and "Jubilee," "Defender" showed that she was a fine fast vessel, though at first she had considerable trouble with her spars, which were unsatisfactory.

The conditions as to courses and the number of races were the same as in '93. An agreement was also made in which if either yacht altered her rating she was to be re-measured before the next race or failing this, report the alteration before 10 p.m. on the day before the race, and if required be ready for the re-measurement between 7 a.m. and 8 a.m. of the morning of the race. Such measurement taken thus was not to be subject to a protest by either party. Lord Dunraven in

the correspondence before his challenge was accepted had expressed the opinion that the L.W.L.'s of the yachts should be marked, but he does not appear to have repeated it when he signed the measurement agreement on Sept. 4th. On Sept. 6th, however, in a letter he sent to the Cup Committee he wrote as follows :—

> . . . "It is obvious that alterations in the L.W.L. length of a vessel may be made, under present conditions, without the owner's knowledge, and without possibility of detection. It is, of course, impossible to guard absolutely against such an occurrence. But these contests cannot be compared with ordinary races; and in the interest of the public, and of the owners who have to do their best to see the rules are obeyed, it is surely right and necessary that the Cup Committee should take every precaution to insure that the vessels sail on their measured L.W.L. . . . "

The N.Y.Y.C. immediately took steps to comply with Lord Dunraven's request, and the same day sent a small sub-committee to Erie Basin, where the yachts were being measured. "Valkyrie III" had, however, left the basin and on account of the falling tide could not be brought back. The two vessels therefore sailed the first race with their L.W.L.'s unmarked.

In view of the unfortunate events which subsequently developed, it is unfortunate that the Committee did not mark the "Defender's" L.W.L., which could have been done as she was still in the basin when the Committee arrived.

Before the first race, the excitement in the United States reached a higher pitch than on any previous occasion, and enormous crowds flocked

to New York to see the contest. The betting which is customary in the States was greatly in favour of the "Defender."

The first race took place on Sept. 7th over the 15 mile to windward and return course. There was a light flukey Easterly breeze, and a jump of a sea. The starting line was off Seabright N.J., and the mark was 15 miles E. by S. In the light airs at the start the "Valkyrie" at first outfooted the "Defender," but later, when the wind freshened, the "Defender" took the lead, after an unsuccessful attempt by the challenger to cross her. This shot "Valkyrie's" bolt, for with a wind which just suited her, "Defender" went clear away to round the mark over three minutes' ahead. On the run back she gained over four more minutes, and won by over eight minutes corrected time.

Corrected finishing times :—

"Defender"	4.	59.	55.
"Valkyrie III"	5.	8.	44.

After the race Lord Dunraven reported to the Cup Committee, that in his opinion, and also in the opinion of other competent witnesses. "Defender" had sailed in the race on a longer L.W.L. than as measured on Sept. 6th, and requested her re-measurement. He also repeated his request that the water line should be marked on both vessels. Both vessels were re-measured on Sept. 8th, and only $\frac{1}{8}$" difference was found in "Defender's" original measurement of Sept. 6th. The L.W.L. of both yachts was also marked.

Lord Dunraven based his opinion from the position of an outlet pipe and the bob-stay bolt, both of which he maintained were lower in the water than they had been when "Defender" was originally measured.

During the race, the course could not be kept clear of the many excursion steamers, and, in the light airs, the yachts were much hindered by the wash from their paddles. It was afterwards agreed by impartial observers that they had acted in a most shameful manner, and that both yachts had been considerably affected. After the race Lord Dunraven wrote to the Cup Committee and repeated his request that the remaining races should be sailed off Marblehead or in some other waters more remote from New York, and which would therefore not be so crowded. The Cup Committee, however, appeared to think there were difficulties in agreeing to this. It would appear that the Committee thought that they were bound by the "Deed of Gift" which laid down that races must be sailed on a N.Y.Y.C. course, which prevented any change of place. Whether this technicality could have been waived or not, is a matter of opinion.

The second race was on Sept. 10th, and there was a fresh Southerly wind. The course was the "triangular," with the first leg to windward. Just before the start, the two yachts came into collision, and the "Defender" hoisted a protest flag. "Valkyrie" suffered no damage, but "Defender's" starboard topmast shroud had gone, and with her topmast sagging to leeward she finally crossed the line, with the "Valkyrie" about one minute ahead. "Valkyrie" sailed away from her opponent and rounded the first mark nearly four minutes ahead of her. On the next two legs, "Defender" closed up a little but "Valkyrie" finished 1 minute 16 seconds ahead. It is, however, only fair to point out that until the last leg of the course, "Defender" was unable to carry full sail owing to her sprung topmast.

The corrected elapsed times were :—

" Valkyrie III "	3.	55.	9.
" Defender "	3.	55.	56.

This would have given " Valkyrie " the victory by 47 seconds, but for the " Defender's " protest. A protest always lays a responsibility on any Sailing Committe, but in this case the anxiety and responsibility must have been doubly greater than usual. It was suggested by the Committee that the race should be resailed, but both owners naturally, believing they were in the right, preferred to have the Committee's decision.*

Thus the Sailing Committee of the N.Y.Y.C. had to settle the issue, and they found from the evidence . . . " that ' Valkyrie ' bore down on ' Defender,' and fouled her by the swing of her main-boom, when luffing to straighten her course " . . . and therefore they disqualified " Valkyrie," under what is now numbered Rule 30. Section (c) Y.R.A. Rules.

Many observers of the foul were of the opinion that an excursion steamer which came too close to the yachts while they were manœuvring at the start was the real cause of the collision. Be that as it may, the Committee decided on the evidence that " Valkyrie " was in the wrong and so she was disqualified.

The third race was to take place on Sept. 12th, but when the starting gun went " Valkyrie " crossed the line under lower sails only and returned to her moorings, so " Defender " " sailed

*On September 11th the following notice was posted on the board of the N.Y.Y.C. :—

" To the members of the N.Y.Y.C —Your committee beg to state that, before coming to any decision on the " Defender's " protest they endeavoured to bring about a mutual agreement between the respective yachts to resail yesterday's race but each preferred that the Committee should pass judgment on the protest.

REGATTA COMMITTEE, N.Y.Y.C."

over" in order to fulfil the conditions. The excitement, which had been aroused over the protest, was fanned to an even greater degree and many vague rumours were current to account for "Valkyrie's" retirement. A letter which Lord Dunraven had sent to the Cup Committee immediately after the race on the 10th, but which was not made public until the 13th gave the reason. Lord Dunraven had requested the Committee not to open this letter until the protest had been decided. The letter was as follows :—

YACHT "VALKYRIE," Sept. 10th, 1895.

GENTLEMEN,

It is with great reluctance that I write to inform you that I decline to sail "Valkyrie" any more under the circumstances which have prevailed in the last two races, and for the following reasons :—

FIRSTLY. To attempt to start two such large vessels in a very confined space, and among moving steamers and tugboats, is in my opinion exceedingly dangerous, and I will not further risk the lives of my men or the ship.

SECONDLY. At the start of the first race the crowding was so great that we could not see the mark-boat, and could not tell when we were near the line ; and we were much hampered by steamers, especially on the reach home.

To-day, on the reach home, eight or nine steamers crossed my bow, several were to windward of me, and what was worse, a block of steamers were steaming level with me, and close under my lee. I sailed nearly the whole distance in tumbling, broken water, in the heavy wash of these steamers. To race

under those conditions is, in my opinion, absurd, and I decline to submit myself to them again.

I would remind your committee that, foreseeing the trouble that might occur, I urged the desirability of sailing off Marblehead, or in some locality other than New York Bay, and that they refused to do so. At the same time I wish to testify to my full belief that yr committee has done everything in their power to prevent over-crowding.

The fact is, that when a contest between the representatives of two yacht clubs creates so much popular interest, and attracts such crowds of people, if the races are sailed in the immediate vicinity of a great city, and if the dates of races and times of starting are known and advertised, it is impossible to keep a course free from causes of exceptional danger, and clear enough to insure the probability that the result of the match is decided according to the relative merits of the competing vessels.

I have the honour to remain,

Your obedient servant,

DUNRAVEN.

After consideration of this letter, the Cup Committee had an interview with Lord Dunraven in an attempt to persuade him to continue the contests. At the conclusion of this interview, it did not appear as if Lord Dunraven would rescind his decision, but on the evening of the 11th he sent a further letter to the Committee, stating that although they could not definitely promise a clear course, he would sail, provided that the Committee cancelled the race if either vessel were interfered with.

Lord Dunraven has been criticised for his action in the last race, but, as he explained, he thought the Committee should have postponed the race on account of the conditions, but, as they did not do so, he started to avoid any misunderstanding.

Lord Dunraven, in his private capacity was perfectly within his rights to decline to sail, if, in his opinion, the conditions endangered the safety of his crew or any one else. As the representative of British yachting in the United States, however, that he should have adopted the method he did is undoubtedly open to criticism. There does not seem any doubt that the Cup Committee were also to blame, in that after the first trouble with the excursion steamers, they were unable to agree with Lord Dunraven's proposal that the remaining races should be sailed in less crowded waters.

Thus the inconclusive contest, in which it was impossible to judge which was the better boat, should have ended, but unfortunately worse was to come. On October 24th the Cup Committee issued their report on the races and in it was mentioned the fact that Lord Dunraven had stated that he believed "Defender" had sailed in the race of the 7th on a longer L.W.L. than as measured. The Committee appeared to regard this purely as a request for re-measurement, and ignored any suggestion of malpractice. As Lord Dunraven had not referred further to the matter in the United States, this would appear to have been a perfectly reasonable course to adopt, and little or no interest was taken in the matter.

In November, however, Lord Dunraven in an article in *The Field* amplified his allegations against "Defender," repeating the opinion he had previously expressed that she had sailed on a longer

water line than as measured. His inference was that ballast had been added after her first measurement on Sept. 6th and removed before her remeasurement on the 8th. Lord Dunraven stated that he had requested the Committee to put one of their members on board "Defender" after the race on the 7th until the vessel could be remeasured, but that the Committee had not done so, and therefore her measurement on the 8th did not prove that she had not sailed in the first race over her rating. This, in plain language, accused the "Defender's" crew of malpractice, and naturally provoked the highest feeling. Lord Dunraven's qualification, that he believed what had been done, had been done without the knowledge of "Defender's" owners, in no way helped matters.

The N.Y.Y.C. immediately appointed a committee of inquiry, and Lord Dunraven expressed his willingness to go over and place himself at their disposal, at the same time stating that he thought it was then too late to investigate the matter.

The committee which was composed of Messrs. J. Pierpoint Morgan, W. C. Whitney and G. L. Rives on Nov. 23rd had sent a communication to the R.Y.S. asking if any and, if so, what action had been taken by the Squadron regarding Lord Dunraven's allegations. The R.Y.S. in reply stated that they had taken no action as they considered that owing to the Cup Committee's non-compliance with Lord Dunraven's request that a representative should be put on board "Defender" after the race of the 7th, they considered the matter was a personal affair between Lord Dunraven and the Cup Committee.

The inquiry finally began on Dec. 27th in the Club House, and Mr. E. J. Phelps (former U.S. Minister to Great Britain) who had been invited

to join the committee was in the chair. Lord Dunraven and Mr. Iselin were both present, and were both represented by counsel. There was considerable dispute regarding Lord Dunraven's assertion that he had requested that a representative should be put on "Defender" until her re-measurement. Mr. Fish, the N.Y.Y.C. representative on board "Valkyrie," with whom Lord Dunraven had first discussed the question of "Defender's" water line, denied that Lord Dunraven had made such a request. During the course of the inquiry it was shown that Lord Dunraven's allegation was, to say the least of it, rather hard to credit. It was proved that some 13 tons of ballast would have had to have been put on board "Defender" in order to bring the vessel to the L.W.L. on which, in Lord Dunraven's opinion she had sailed, on Sept. 7th, and afterwards removed before her re-measurement on the 8th. The Committee, after the inquiry had concluded came to the following finding :—

> "Upon a careful consideration of the whole case, the committee are unanimously of the opinion that the charge made by Lord Dunraven, which has been the subject of this investigation, had its origin in mistake: that it is not only not sustained in evidence, but is completely disproved; and that all the circumstances indicated by him as giving rise to his suspicion, are entirely and satisfactorily explained. They deem it, therefore, but just to Mr. Iselin and the gentlemen concerned with him as well as to the officers and crew of the "Defender," that the committee should express emphatically their conviction, that nothing whatever occurred in connection with the race in question, that cast the least

suspicion upon the integrity and propriety of their conduct.

"And the Committee are not willing to doubt, that if Lord Dunraven had remained present throughout the investigation, so as to have heard all the evidence that was introduced, he would of his own motion have withdrawn a charge that was so plainly founded upon mistake, and that has been so unfortunate in the publicity it has attained, and the feeling to which it has given rise.

EDWARD J. PHELPS.
J. PIERPOINT MORGAN.
WILLIAM C. WHITNEY.
ALFRED T. MAHAN.*
GEORGE L. RIVES.

The general opinion, when the finding was published was that it was very fair. The matter finally terminated in Feb. 1896 with the formal removal of Lord Dunraven's name from the list of Honorary Members of the N.Y.Y.C. He had however previously sent in his resignation.

In this manner the unfortunate contest of 1895 ended. There is no doubt that the distressing episodes which took place, put the "America's" Cup contests in very bad odour, and the unpleasant controversies and allegations, which dragged on for a long period after, did a great disservice to yachting generally, and for some years alienated the good feeling which had previously existed between British and American yachtsmen.

On Sept. 28th, at the conclusion of the "Defender"—"Valkyrie" matches, Mr. C. D. Rose issued a challenge through the Royal Victoria Yacht Club for the cup, naming as challenger a

*Capt. Mahan, the famous U.S. Naval Officer, had been invited to join the Committee at the same time as Mr. Phelps.

cutter "Distant Shore." This challenge was accepted on Oct. 14th, but on 22nd it was withdrawn by Mr. Rose. "Distant Shore," designed by G. L. Watson, was not built until 1899, and though she never raced under Mr. Rose's flag, she was purchased in 1901 by Mr. K. M. Clark and re-named "Kariad." She will probably be remembered by her famous match against "Sybarita" from Rothesay, round Ailsa Craig and return, in a gale.

THE TENTH CHALLENGE. 1899

THE TENTH CHALLENGE. 1899

The year 1898 commenced what might be called the "Lipton era," for it was in August of that year that the Royal Ulster Yacht Club advised the N.Y.Y.C. of Sir Thomas Lipton's first challenge. In September a small committee consisting of the Vice Commodore R.U.Y.C. Col. R. G. Sharman-Crawford, the Hon. Sec. R.U.Y.C., Mr. H. C. Kelly, and Mr. McIldowney went out to the United States to arrange the preliminary details. They were accompanied by Mr. W. Fife, the designer of the challenger and Mr. Charles Russel, a friend of Sir Thomas Lipton. The negotiations between this committee and the N.Y.Y.C. were brief and agreeable, and the conditions were quickly arranged. "Shamrock," as the challenger was named, was designed by Fife, and built by Messrs. Thorneycroft. She was a vessel of somewhat extreme type. Her dimensions were 128 L.O.A. 88ft. L.W.L., 25 ft. Beam, 20.25 ft Draught, and she carried nearly 13,500 sq. ft. of sail. During her "tuning up" she had "Britannia" as her trial horse, but not much information was gleaned from these tests, regarding her capabilities, as the two yachts were of such divergent types.

When the challenge had been accepted, Herreshof was commissioned, by Mr. J. Pierpoint Morgan and Mr. Iselin, to design a new vessel for the defence of the cup. The new craft which he produced was "Columbia," and, in the trials with the old "Defender," she proved herself to be a very fast vessel.

"Columbia" was slightly larger than "Shamrock," her principal dimensions were L.O.A. 131 ft., L.W.L. 89.6 ft., Beam 24ft., Draught 19.6 ft. and sail area 13,135 sq. ft. On measurement she rated 102.135 compared with "Shamrock's" rating of 101.9., with the result that the "Shamrock" was allowed 6 seconds over the courses.

It had been agreed that five races should be sailed, of which the first, third, and fifth should be 15 miles to windward or leeward and return, while the second and fourth should be triangular courses of ten mile legs. The start of all races was to be off Sandy Hook L.V. The first yacht to win three races was to be the winner, and a time limit of $5\frac{1}{2}$ hours was fixed for all races. "Shamrock" was sailed by Capt. Archie Hogarth, assisted by Robert Wringe, while "Columbia" was sailed by the famous Charles Barr, a brother of the John Barr who had sailed "Thistle" in '87.

The Cup Committee had taken the greatest precautions to ensure that the courses would be kept clear of steamers and other sight-seeing craft, a special act of Congress having been passed at their instance, and on this occasion government vessels patrolled the course. This method proved perfectly successful, despite the fact that on this occasion the largest excursion fleet which had ever been seen, gathered off Sandy Hook.

At Mr. Iselin's suggestion it had been agreed that each vessel should have a representative present during the other's measurement, and it was further agreed that the L.W.L. should be marked at bow and stern. This plainly showed that the Dunraven affair was not forgotten, and that the Committee were taking no chances of its repetition.

COLUMBIA 1899 - 1901

Photo by Beken and Son, Cowes, I. W.

It had been further agreed that if either yacht was disabled in the course of a race, the other vessel should sail out such race, as it was considered that the contests should be a test of the strength of construction as well as of speed. "Shamrock" left England on August 3rd in company with Sir T. Lipton's steam yacht "Erin," which had been given permission by the N.Y.Y.C. to tow the challenger in light weather. This was a distinct concession from the deed of gift, which stipulated that the challenger "must proceed under sail."

The contest of '99 is notable for the number of abortive races which were sailed. The first took place on Oct. 3rd, and was stopped at the expiration of the time limit, when "Shamrock" was slightly ahead.

Her performance that day had rather confounded the adverse criticisms which had been levelled against her, and this was shown in a tangible way as the betting changed from 5—1 against "Shamrock" to evens! On Oct. 5th and 7th, the races were again unfinished with "Shamrock" in both cases slightly ahead. On Oct. 10th and 13th there was fog, and on the 12th and 14th no wind at all. It began to look as if the contest would never be finished. However at last the weather changed, and on the 16th the first race was completed. The course was the windward and leeward one. The start was at 11 a.m. and the wind was light but true from the E.S.E. "Shamrock" led over the line by three seconds, with "Columbia" on her weather quarter, but in the light puffs the latter seemed to be able to hold a better wind, while "Shamrock" appeared to be much more tender. "Columbia" soon got past her, and rounded the outer mark nearly 10 minutes ahead. This lead she more

than maintained on the run home. "Shamrock" gave a disappointing display on the wind, though on the run there was not much between the two vessels.

The corrected elapsed times were :—

"Columbia"	4.	53.	53.
"Shamrock"	5.	4.	1.

The second race was on Oct. 17th, over the triangular course, in a fresh Easterly breeze, with some sea. The first leg was to windward. "Columbia" was slightly ahead at the start and the two vessels sailed a very even race until about half an hour after the start, when "Shamrock's" topmast went, and she had to retire. "Columbia," in agreement with the arrangement made between Sir Thomas Lipton and Mr. Iselin, went on and finished the course in 3 hrs. 37 mins. 17 secs.

While "Shamrock" was having a new topmast fitted, she had some 3,400 pounds of ballast added, and on consequent re-measurement it was found that her sailing length was increased to 102.56, with the result that instead of receiving time from "Columbia" she now had to allow her 16 seconds.

The next race was sailed on Oct. 19th, but was abandoned at the expiration of the time limit, with "Columbia" leading by over a mile.

The final race was sailed on Oct. 20th, and proved the undoubted superiority of "Columbia" in heavy as well as light winds. The course was 15 miles to leeward and return, and there was a fine fresh to strong Northerly wind. "Shamrock" was over the line about a minute ahead of "Columbia" and kept the lead until about a mile from the mark, when "Columbia" ran through her lee, and rounded the mark 17 seconds in front, which with the difference of 61 secs. at the start,

was a good gain on the run.* "Columbia" had the best of it on the wind, until near the finish when "Shamrock" caught up a little, but nevertheless the defender won easily by over six minutes.

Thus ended Sir Thomas Lipton's first attack on the cup. There is no doubt that "Columbia" was a considerably better vessel than "Shamrock," and more particularly so on the wind, but none the less "Shamrock" was unfortunate in that her designer, Mr. Fife, was taken ill and confined to his room during the whole period of the cup races, thereby depriving her of his valuable advice.

Before leaving the United States Sir Thomas Lipton announced that he would challenge again in 1901, unless any other yachtsman wished to do so, in which case he would step aside.

*Except for the first Dunraven challenge in '93, when the ordinary method of starting was used, it had been arranged, that at the start, either yacht could cross the line any time within two minutes after the starting gun, and the difference between the two yachts' starting times, was taken into account at the finish. Thus, if "Columbia" started one minute after the gun, and "Shamrock" say 1 minute 35 seconds, the latter would have 35 seconds deducted from her actual finishing time. If however a yacht crossed more than two minutes after the gun, she was not credited with any more than two minutes.

THE ELEVENTH CHALLENGE. 1901

SHAMROCK II. 1901

Photo by Beken and Son, Cowes, I. W.

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THE ELEVENTH CHALLENGE. 1901

As no other yachtsman had come forward with a challenge for the cup, Sir Thomas Lipton, in accordance with his announcement after the 1899 contests, issued his second challenge through the Royal Ulster Yacht Club. The match to take place in August, 1901.

On this occasion he turned to Mr. G. L. Watson for the design of the challenger. "Shamrock II," as the new vessel was named, was again of very extreme type, with long overhangs and a deep fin. Her principal dimensions were :— 137 ft. L.O.A., Beam 24ft., Draught 21.2 ft., and she carried just over 14,000 sq. ft. of sail. She was built by Denny's of Dumbarton, and launched in April. "Shamrock II" was the first yacht which was designed as a result of experiments in a testing tank. In her trials, which were held in Southern waters, she was dogged by considerable ill luck. On May 9th her steel gaff collapsed, and on May 22nd she lost her steel mast. Owing to the repairs which were necessary, the cup races were postponed for a month from the originally arranged date.

During her first trials "Shamrock II" had not given much confidence, as the older "Shamrock" was quite a match for her. Subsequently, however, after her new mast had been fitted she showed considerably better form. This new mast was a pole mast, which was at that time something rather novel.

"Shamrock" was sailed by Capt. Edward Sycamore, who had assisted Capt. Cranfield in

" Valkyrie III," and Capt. Robert Wringe who had assisted Capt. Hogarth in the first " Shamrock."

Two new vessels were built as potential cup defenders. These were " Constitution " designed by Herreshof, for a syndicate headed by the Vice Commodore of the N.Y.Y.C. Mr. Belmont and " Independence " by B. B. Crowninshield for Mr. Lawson of Boston. The latter was a vessel of very extreme " scow " type, with long flat overhangs, while the Herreshof boat was of more orthodox design. Incidentally " Independence " raised somewhat of a storm. Her owner was not a member of the N.Y.Y.C., and as he refused either to let his name go forward for election or to place " Independence " in charge of some member, there was considerable discussion as to whether she was eligible as a defender. The N.Y.Y.C. somewhat naturally, as holders of the cup, considered that they should have control (through one or more of their members) of the defending vessel, which in the case of " Independence " they would not have had. As however " Independence " finished last in all the trial races, they were released from what might have proved a very disagreeable position.

" Constitution " was undoubtedly a fast vessel but did not sail very satisfactorily during her tests. In the trials, which were held between the two new craft and " Columbia," (the old defender of 1899), it was found that " Independence " was incidentally structurally weak, and as " Constitution " sailed so inconsistently, the Cup Committee eventually decided to depend on " Columbia," for the second time.

" Columbia " was little altered from 1899, but her rating was slightly increased, by the addition of more ballast, and a very small increase in sail

area. She was again sailed by Captain Charles Barr.

The courses, number of races, and time limit agreed with the arrangements of 1899.

Owing to the month's postponement which had been agreed upon the first race had been fixed for Sept. 21st, but on Sept. 14th President McKinley who had been shot on the 6th, died from his wound, and a further postponement was proposed by Sir T. Lipton as a mark of respect. This was agreed to and the first race therefore did not take place until Sept. 26th. Both vessels were measured on the 24th, and it was found that "Shamrock II" had to allow "Columbia" 43 seconds over the 30 mile courses. This was somewhat less than had generally been anticipated.

The first race was started on Sept. 26th over the windward and leeward course in a very light air from E. by N. Neither vessel was near the finishing line when the race was abandoned at the expiration of the time limit. "Shamrock" at that time being about one mile astern of "Columbia." The wind had been so unsteady, that no reliable information could be gained as to the relative capabilities of the two yachts, but none the less "Shamrock II" did not appear to make as good a showing as "Columbia."

The next attempt was made on Sept. 28th, and was again over the windward and leeward course.

This match was the most closely contested which had been seen in the history of the cup.

There was a light, but steady, Easterly wind which remained true, though it fell towards the end of the race. "Shamrock" crossed the line two seconds ahead of the defender, and on the beat to the mark slowly out-sailed "Columbia," rounding the mark 43 seconds ahead.

It seemed as though a challenger would at all events win one race, which had not happened since the "Livonia" had beaten the "Columbia" in 1871, thirty years before.

However, on the run back "Columbia" managed to get through "Shamrock's" lee, to win a most exciting race by 35 seconds, which with her time allowance of 43 seconds, and the two seconds difference at the start, gave her the race by 1 min. 20 secs.

The corrected elapsed times were:—

"Columbia"	4.	30.	24.
"Shamrock"	4.	31.	44.

After losing by such a narrow margin, it appeared as if there was so little difference between the two vessels, that "Shamrock" had a very good chance. British hopes were raised, and even more so, when, in an abortive race on Oct. 1st, "Shamrock" had a good lead, at the expiration of the time limit. On Oct. 3rd, however, all hopes were dashed to the ground, when "Shamrock" was beaten fairly and squarely in weather conditions which made any excuse impossible.

The race was over the "triangular" course, and there was a good fresh Nor' Nor' Westerly wind, with a smooth sea. "Shamrock" crossed at the start 1 min. 34 secs. ahead of the defender. The first leg was a broad reach, and the defender sailed it in 22 secs. less time than "Shamrock." On the second leg which was also a reach "Columbia" took a further 30 secs off "Shamrock" and this left no doubt in anyone's mind that "Shamrock's" bolt was shot. Reaching in a fresh breeze and with little sea was considered to be "Shamrock's" strong point, and having been beaten 52 secs. in 20 miles on this

point, there was little hope on the windward leg. This was correct, for on the last leg "Columbia" eventually weathered "Shamrock," and finished over a minute ahead, which with the difference at the start and her allowance gave her the race by 3 mins. 35 secs.

After this race it was generally conceded that there was little or no hope, and that the next race would finish the contest.

The race took place on October 4th over the windward and leeward course in a moderate N.N.W. wind. The mark had been put out to leeward, and the start was at 11 o'clock. Neither vessel crossed the line until after the expiration of the two minute time limit. This race was a complete reversal of the first as "Shamrock" gained on the run, and lost on the wind.

"Columbia" led over the line 17 seconds ahead of "Shamrock," but the latter got past her, and rounded the mark 49 seconds ahead. The outcome of the race looked favourable. "Shamrock" had already shown that she could hold, if not beat, "Columbia" on the wind, and she had only to do the former in order to win. However, she failed, and though she managed to finish first, it was only by two seconds, which with the time she had to allow "Columbia," gave the defender the race by 41 seconds.

"Shamrock II" was laid up after the races in New York. Sir Thomas Lipton wished to challenge with her again in 1902, but the Cup Committee refused to consider this, as the "Deed of Gift" precluded a beaten vessel challenging, unless either two years had intervened or another contest had taken place.

No little criticism attended this decision both from yachtsmen in this country and in the United States, and the general opinion was that as the

N.Y.Y.C. had interpreted the deed of gift as they had in the Dunraven contests, they might fairly have accepted the new challenge from "Shamrock II."

Thus the 1901 contests finished, and the second "Shamrock" had met with no better fortune than her predecessor. It had, however, been an extremely close affair, and the two vessels were very evenly matched.

"None the less it should not be forgotten that "Columbia" was defending the cup for the second time, while "Shamrock" was a new vessel. It is, therefore, probably not unfair to assume that "Shamrock" was just a year behind the defender.

THE TWELFTH CHALLENGE. 1903

THE TWELFTH CHALLENGE. 1903

The contest in 1901 had been so even, and success so nearly attained, that it was not altogether surprising when Sir Thomas Lipton Bart. decided to make another attempt, and issued his third challenge in 1902, once again through the Royal Ulster Yacht Club. The conditions were again the same as the '99 and subsequent contests.

On this occasion Sir Thomas Lipton entrusted Mr. Fife with the design of the challenger, which was pre-natally christened "Shamrock III." Mr. Fife this time produced a very much less extreme type of vessel than the defender proved to be.

"Shamrock's" principal dimensions were L.W.L. 89.8 ft. Beam 25ft. with a sail area of just over 14,330 sq. ft., and she was sailed by Captain Robert Wringe, assisted by Capt. Bevis.

The cup defender was again a Herreshof production, and was called "Reliance," which had been built for a syndicate headed by Messrs. Vanderbilt, Rockfeller, and Gary. She was a fin-keeled vessel with a "pram" bow, and "skimming dish" hull. She had about the same L.W.L. as "Shamrock," with a foot more beam, but she carried over 1,800 sq. ft. more sail.

In the cup races she allowed "Shamrock" 1 min. 57 secs. over the thirty mile courses.

The trials, which were held between the new vessel, "Constitution" built in 1901, and the old defender "Columbia," resulted in the selection of "Reliance." For some reason these trials were conducted with great secrecy, as the time

allowances between the three vessels were not made public for some time. "Reliance" was sailed by Capt. Charles Barr, who had sailed the defender in the two preceding contests, and who was probably the cleverest racing skipper of that time. Mr. O. C. Iselin, once again, was in charge of the defender.

"Shamrock I" was used as trial horse in the trials of the challenger, and the new vessel was reported to be much faster. In view of these reports, it was anticipated that the contest would be very close. This, however, was not the case and "Shamrock III's" performances in the contests were very disappointing. It was a peculiar coincidence that the challenger should lose her mast at Weymouth, in practically the same way as her predecessor of two years before had lost hers. When "Shamrock III" eventually sailed for the United States, she was accompanied by "Shamrock I," in order that further trials could be made in American waters.

The first race was sailed on Aug. 20th and was abandoned at the end of the $5\frac{1}{2}$ hour time limit, with "Reliance" ahead. As a result of this abortive race, the betting changed from about "evens" to 3—1 on "Reliance"!

The next race took place on Aug. 22nd, when "Reliance" showed in weather conditions, which were admitted to be in the challenger's favour, that she was a much superior vessel. There was a fresh and true S.S.W. wind, and enough "jump" of a sea to hamper the defender.

The course was 15 miles to windward and return. "Shamrock" led over the line four seconds ahead of "Reliance" who was, however, slightly to weather. "Reliance" completely outsailed "Shamrock" and rounded the mark over three minutes ahead.

After rounding the mark "Shamrock" got into difficulties with her bowsprit spinnaker, and lost some time, but by then, it was all over "bar the shouting," as on the run the challenger could never hope to catch "Reliance" with the latter's 1,800 sq. ft. more sail and smaller displacement. "Reliance" finished over nine minutes ahead and won by over seven minutes corrected time.

The corrected elapsed times were :—

"Reliance"	3.	32.	17.
"Shamrock"	3.	39.	20.

The result of this race appeared to prove so conclusively the superiority of "Reliance," that her supporters offered odds of 5—1 against "Shamrock" winning the cup, and there do not appear to have been many takers !

The second completed race took place on Aug. 25th over the "triangular" course. There was a moderate breeze, and a smooth sea. On the windward leg "Reliance" gained 1 minute 8 seconds, on the second leg, which was a broad reach, 1 minute 23 seconds, and on the last leg, which was a close reach, 45 seconds, thus sailing the course 3 minutes 16 seconds faster than "Shamrock." With the time allowance deducted she was the winner by 1 minute 19 seconds.

In this race "Shamrock" crossed the line 2 minutes 19 seconds after the starting gun, therefore losing 19 seconds of her time allowance.*

On August 29th the race was postponed on account of the weather conditions. This time it was blowing a gale, and this was the first occasion in the history of the cup that a race had been postponed for this reason.

It is of interest to note that in this year the following clause had been inserted in the con-

*See footnote p. 123.

ditions governing the races :—" If in the opinion of the Regatta Committee the weather shall at the time appointed for any race be, or threaten to be, of such severe character as not to afford a reasonable opportunity of fairly testing the speed of the two vessels, the race may be postponed in the discretion of the Regatta Committee, unless either contestant shall insist on its being started." That this clause was rendered necessary for the safety of the crews, by the type of vessel which had been evolved, can hardly be disputed, but what Commodore Steevens or some of the earlier contestants would have thought of it, is a different matter.

On August 31st there was another abortive race, and on Sept. 1st and 2nd no starting signals were hoisted on account of fog, and the complete absence of any wind. On Sept. 3rd there seemed little hope, again owing to lack of wind, and the start was postponed for two hours. Just before the expiration of this period, a breeze fortunately came through, and at 1 p.m. the race was started over the windward and leeward course. The race was a plain sailed one, and "Reliance" again showed her superiority over "Shamrock" on all points. The only interest lay in how much "Reliance" would win by. At the weather mark she was about 11 mins. ahead, and eventually finished the course in $4\frac{1}{2}$ hours. "Shamrock" did not finish, as owing to the thick fog she ran into, she gave up.

"Shamrock" was a very moderate vessel, and her performances in the United States can only be described as very disappointing.

After the race on August 22nd Mr. Pechen, Commodore of the Royal Canadian Yacht Club at Toronto, announced that £20,000 had already been promised in Canada for the construction of

a yacht to challenge for the cup. Mr. Pechen did not, however, state definitely when the challenge might be issued, and nothing eventually came of it, and the next cup contests did not take place for seventeen years. In 1907, however, Sir Thomas Lipton, once more tentatively approached the N.Y.Y.C. with a view to challenging under the "Universal Rule," which they had just adopted. The N.Y.Y.C., however, refused to consider a challenge which in any way restricted the measurement of the defender, beyond the L.W.L. as laid down in the deed of gift.

In 1912 Sir Thomas Lipton again re-opened negotiations to sail under the new rule, and once again the N.Y.Y.C. refused. The same year Sir Thomas Lipton sent a formal challenge, again through the Royal Ulster Yacht Club, for a race for "75 footers," built under the "Universal Rule." The N.Y.Y.C. maintained the attitude they had taken up in 1907, and stated that under the Deed of Gift they were entitled to defend with a 90ft. vessel, without time allowances, and matters were allowed to lapse for a short time.

THE THIRTEENTH CHALLENGE. 1914-1920

THE THIRTEENTH CHALLENGE. 1914—1920

In April 1913 the indefatigable Sir Thomas Lipton, Bart., once more resumed his endeavours to arrange a match, and sent a definite challenge through the Royal Ulster Yacht Club. As the N.Y.Y.C. had shown their disinclination to meet him with a "75 footer," he expressed his readiness to build another "90 footer." The N.Y.Y.C. however, having maintained their rights under the Deed of Gift, somewhat surprisingly agreed to meet him with a "75 footer." After some correspondence the match was arranged on this basis, and the races were to take place in the late summer of 1914. The challenger sailed from England on July 18th, accompanied by the S.Y. "Erin," and was well on her voyage across the Atlantic when war was declared. She was immediately taken in tow, and on her arrival in the United States, was laid up at Brooklyn.

For four strenuous years yachtsmen were otherwise employed than in the pursuit of the cup. In 1919, however, when conditions had become a little more settled, Sir Thomas Lipton renewed his challenge of 1913, and it was agreed that the contest should take place in 1920. It was again arranged that five races should be sailed, and the other conditions as to courses, etc., agreed with those of 1899 and subsequent years.

In 1913, when the challenge had been originally issued, Sir Thomas Lipton had commissioned Mr. C. E. Nicholson to design the new vessel, which in accordance with her owner's usual custom, was christened "Shamrock IV."

Mr. Nicholson turned out a much criticized vessel, whose hull design and rig were the subject of great discussion among yachtsmen. The principal dimensions were L.O.A. 110 ft., L.W.L. 75ft., Beam 24ft., and with, as originally designed, a sail area of 9,860 sq. ft. Before the races in 1920, however, 600 sq. ft. were added to the original sail plan. "Shamrock" was of an entirely different type from any preceding challenger, and was the first challenger to use a centre board.

Three vessels were built for the defence of the trophy. "Resolute," designed by Herreshof for a syndicate headed by Mr. R. W. Emmons and Mr. C. Vanderbilt, "Vanitie" designed by William Gardner for Mr. A. S. Cochran, and "Defiance" by a Boston designer, George Owen, for a syndicate headed by Messrs. G. M. Pynchon and E. W. Clark. "Resolute" was a vessel of the same L.W.L. as "Shamrock" but about three feet shorter over all, and she carried 1,685 sq. ft. less sail area. "Vanitie" was about the same on the L.W.L. as "Resolute" and "Shamrock," but measured 119ft. over all, and had about the same beam as "Resolute." She had 9,000 odd sq. ft. of sail. Both were centre board vessels. In the thirteen trial races, which were held in 1920, "Resolute" was the winner of seven, "Vanitie" of four, while the remaining two were abandoned.

After these trials, in which "Vanitie," as the larger vessel, allowed "Resolute" time, the Cup Committee selected the latter as the defender. "Defiance" was the most extreme of the three, but did not turn out very successfully, and did not take part in the trials of 1920.

The number of races to be sailed were agreed on again as five and the courses once more alternately

SHAMROCK IV. 1914 - 1920

Photo by Beken and Son, Cowes, I. W.

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15 miles to windward or leeward and return, and the customary triangular course, with 10 mile legs.

"Shamrock IV" was sailed in the races by Sir William Burton K.B.E., and he had, as professional pilot, Capt. Applegate, an American.

The defender was also sailed by an amateur helmsman, Mr. C. F. Adams of Boston, and had as her sailing master, Capt. Christensen who, together with the crew, were of Scandinavian birth.

After measurement of the two vessels, it was found that "Shamrock" had to allow "Resolute" 6 minutes 40 seconds over the thirty mile courses, or over 13 seconds per mile.

The first race took place on July 15th over the windward and leeward course. It was raining at the start, which was from the Ambrose Channel L.V., but there was a fair S.S.W. breeze. "Resolute" went over the line 58 seconds ahead of "Shamrock" and turned the mark 4 minutes 45 seconds ahead. This, allowing for the difference at the start, gave her a gain over the challenger of 3 minutes 47 seconds on the wind. Shortly after rounding the mark, with this commanding lead, "Resolute's" gaff broke, and she had to give up. "Shamrock," in accordance with the arrangement made as far back as 1899 went on, and finished the course in 4 hrs. 24 mins. 58 secs. elapsed time.

The next race was on July 20th over the triangular course. The time allowance which "Shamrock" had to give "Resolute" was increased to 7 minutes 1 second, or 14 seconds per mile. The reason for this increase was that the challenger was using a larger topsail. At the start "Shamrock" led "Resolute" over the line by 36 secs. The wind was very light, but the challenger eventually drew away from "Resolute,"

and rounded the first mark with a lead of about four minutes. On the next leg "Shamrock" appeared to hold a better breeze than the defender, and steadily increased her lead, rounding the next mark about ten minutes ahead. This lead was maintained, and "Shamrock" won the race by 2 mins. 26 secs. corrected time.

It really looked as if the cup might be won at last, and the hopes of "Shamrock's" supporters ran high.

The third race was sailed on July 21st over the windward and leeward course, "Shamrock" again allowing "Resolute" 7 mins. 1 sec. There was little or no wind, and the start was postponed for an hour. At the expiration of this time there was a light breeze from the Southward, and "Shamrock" crossed the line 19 seconds ahead of "Resolute." At first "Shamrock" led, and at one stage was about half a mile ahead, but the defender slowly outsailed her, and rounded the windward mark 1 min. 45 secs. ahead. On the run back "Shamrock" eventually passed "Resolute" and finished 19 secs. in front. With the difference in the starting times, this gave "Resolute" the race by the exact amount of her time allowance. For the first time in the history of the cup contests the two yachts had tied in their elapsed times.

The fourth race, which was sailed on July 23rd, was won by "Resolute." The course was the triangular one, and again the start was postponed, this time on account of heavy fog. By one o'clock, however, the fog had cleared away and the start was made in a light southerly breeze. In this race "Shamrock" allowed the defender 6 mins. 40 secs. "Resolute" led over the line 23 secs. ahead, and at the end of an hour was about half a mile ahead and to windward. The first mark

was eventually rounded with "Resolute" leading by just over two mins. On the second leg the wind had freshened and there were heavy squalls. "Shamrock" lowered her jackyarder, while "Resolute" was unable to lower hers, which was set to windward. "Shamrock" after this began to overhaul the defender, and about three miles from the finish was leading. A little later, however, the wind came through from the N.W. making the conditions a beat, and "Resolute," who was better placed for this change, went ahead, and finished nearly four minutes ahead.

The corrected elapsed times were :—

"Resolute"	3.	31.	12.
"Shamrock"	3.	41.	10.

The weather conditions had been very uncertain towards the end of the race, and "Shamrock" had probably not had the best of the luck.

There was only one more race to be sailed, as so far both the challenger and the defender had each won two. It was, however, conceded that "Shamrock's" chances were not too good. The course to be sailed was the windward and leeward one, and it was generally agreed that, bar accidents, "Resolute" would win. The race was to be sailed on July 24th but on that date the Committee decided to postpone the match on account of the weather conditions. The wind was nearly at gale force, and there was a heavy sea running, so that it was agreed that to send the yachts out under such conditions would be attended with considerable risk.

The last race was eventually sailed on July 27th. Both vessels crossed the line after the two minutes' starting limit had expired, in a very

light breeze. "Resolute" was 40 seconds ahead of "Shamrock," but the latter was gaining steadily, and after about an hour was leading by about half a mile. Soon after this the wind began to fail, and the defender, who was holding the best of the breeze, got past "Shamrock" and rounded the mark over four minutes ahead. This lead she steadily increased on the run, and finished over 19 minutes ahead.

So ended the contests of 1920, and once again the American yacht had withstood the challenge. There is little doubt that "Resolute" was a faster vessel on the wind, but if "Shamrock" had had the best of the luck in the fourth race, she might very well have won it and so the cup.

Before the start of the last race Sir Thomas Lipton announced that if he failed he would challenge again in 1922. There had also been some talk of a Canadian challenge, but nothing eventually came of either of these, and it was not until 1929 that the next challenge was received.

THE FOURTEENTH CHALLENGE. 1930

THE FOURTEENTH CHALLENGE. 1930

In May, 1929, almost nine years after "Shamrock IV" lost the last race of the 1920 series, and so the cup, by such a very narrow margin, the fourteenth challenge was received by the N.Y.Y.C., and once again emanated from Sir Thomas Lipton Bart., through the Royal Ulster Yacht Club.

It would be foolish to attempt to forecast the result of this fourteenth challenge. The challenger is still building, and which of the four vessels laid down in the United States is destined to be the defender, is on the lap of the gods.

It is impossible to say whether Sir Thomas Lipton, after his thirty one years of persistent endeavour, will at last succeed, and the cup after its eighty years sojourn in the United States, return "to the land of its birth." The conditions which are shown in an Appendix, have been amended in some important ways.

For the first time the races will not be sailed in New York Bay, but "9 miles S.E. of the Brenton Reef Light vessel." Seven races are to be sailed, that is the yacht first winning four, will win the cup. For the first time since '93, the "one gun" start is to be adopted, and not the two minute method (see footnote p. 123). Both challenger and defender will be built to Lloyds scantling rules, and both vessels will be of the same rating, and are to race level, but the old one-sided clause still remains. The challenger will not know until one week before the contest commences who her opponent is to be. That is the

clause, which, since the cup was deeded in 1887 to the N.Y.Y.C., has given the holders so great an advantage, even before the race is started.

Whether the cup contests have been of any material value to yachting in general is a difficult problem to answer, and depends on what is considered most useful or helpful for the sport. If the fostering of a greater interest and enthusiasm for yachting in the public mind is considered a good object, it cannot be gainsaid that the cup contests probably have achieved that aim. In other words they have been good propaganda. On the other hand, if the contests have been sailed with the main object of finding out whether American or British yacht designers can build better and faster yachts, then they are not of very great value.

As a test between the relative merits of British and American types of yacht it is valueless, entirely apart from the very one-sided clause which allows an option to be exercised in the choice of the defender, because the contests have simply tended to the development of a purely racing type of machine. This year, however, the challenger and defender will be built to the same rule, and, of the same rating. Neither will be "freak" boats, but both are being built to an old and established rule which has produced weatherly and wholesome vessels. Thus, the contests this year will be of considerably greater interest, and will have a greater appeal to all yachtsmen.

It might be interesting to speculate on what would happen if "Shamrock V." wins. Would an American challenge be immediately forthcoming and would it take American yachtsmen eighty years to win it back? But that, as a famous politician once said, "is a hypothetical question which calls for a contingent reply!"

April, 1930. Since the foregoing was written, the challenger has been launched and her dimensions made known. "Shamrock V" is 120 ft. over all, 81.1 ft. L.W.L., 19.62 ft. Beam, 14.66 ft. Draught, and is to carry 7,600 sq. ft. of sail. Her displacement is 134 tons. The challenger is again a centre-board vessel, designed by Mr. C. E. Nicholson.

The four American vessels have been named, and the following are their particulars :—

"Whirlwind," designed by Francis Herreshof, for a syndicate headed by Mr. G. Nichols, is the largest of the four, with a displacement of 159 tons, 86 ft. L.W.L., 21ft. Beam, 15.6 ft. Draught and sail area 7,550 sq. ft. of sail.

"Yankee," designed by Paine, has a displacement of 148 tons, 84 ft. L.W.L., 22.3 ft. Beam, 15.2 ft. Draught, and sail area 7,560 sq. ft.

"Weetamoe," designed by Clinton Crane, displaces 143 tons, has a L.W.L. of 83 ft., Beam 20 ft., Draught 15 ft. and sail area 7,565 sq. ft.

"Enterprise," designed by Starling Burgess, is the smallest of the four and has only a displacement of 129 tons on a 75 ft. L.W.L. Beam 21.4 ft., Draught 14.5 ft., and sail area 7,580.

These four vessels and the challenger are all built to the N.Y.Y.C. "J" class rule, which means they must not exceed 76 feet rating. The peculiarity of the rule is that the size of hull may vary in considerable limits, while the sail area is little affected. The problem before the various designers, therefore, is to settle on what size hull can be fastest driven by approximately 7,500 sq. ft. of sail. In view of the prevailing light winds which are customary in September in American waters it would therefore appear that the smallest displacement vessel would be the best to adopt. If, however, by any chance

heavy winds prevailed during the contests, such a vessel would be unsuitable. It will be seen from the dimensions that the L.W.L. of the five varies from the 75 ft. of "Enterprise" to the 86 ft. of "Whirlwind," and the displacement from 129 tons to 159 tons in the same vessels. Mr. Nicholson in the challenger has adopted the middle course with 81 ft. L.W.L. and 134 tons displacement. The nearest American vessel to her is "Weetamoe" by Clinton Crane. (Mr. Crane will be remembered as the designer of successful "Six Metres" which competed in the British American Races in previous years).

Which of the four potential defenders will be chosen to meet "Shamrock" would be difficult, if not impossible, to forecast. No trials have as yet been undertaken, and it is quite problematical how any of the vessels may turn out. Whatever vessel may be chosen to meet the challenger, and whatever may be the result lies on the lap of the gods, but the good wishes of all British yachtsmen will go with "Shamrock," when she leaves British waters, in her gallant venture.

APPENDICES

1. Details of the "AMERICA."
2. Dimensions of Challenging and Defending Yachts.
3. Times and results of all Races.
4. Direction and strength of Wind in Cup Races.
5. Conditions for 1930 Races.

APPENDIX I

The "America"

APPENDIX I.

The "America."

The "America" was built in 1851 in the yard of W. H. Brown at Williamsburgh, Lower New York. While she was nominally built by Brown, there is little doubt that the famous George Steers, was responsible for her lines.

The agreement between her builder and Mr. G. L. Schuyler, who was the representative of the syndicate who had shares in the vessel, called for a vessel of not less than 140 tons Custom House measurement. The contract price was £6,000 to be paid under the following conditions :—That if, when launched, she was not faster than any vessel in the United States, the syndicate were under no obligation to complete the purchase. In addition, if she was proved to be faster than any other vessel in the United States, the syndicate had the right of matching her against any vessel of her own size in British waters, and if beaten there, could even then refuse to complete the contract. The members of this syndicate were : Messrs. J. C. Steevens, E. A. Steevens, G. L. Schuyler, J. B. Finlay, Hamilton Wilkes and Col. J. A. Hamilton.

"America" was launched on May 3rd, 1851, or a month later than her contract date. In the trials she was beaten by "Maria," a sloop owned by Mr. J. C. Steevens, and which was described as the fastest yacht afloat. On account of this, and also as time was getting short in view of the proposed passage to England, Mr. G. L. Schuyler

on behalf of the syndicate offered £4,000 for the vessel as she was, waiving all further trials. This was accepted, and the vessel sailed for Havre on June 21st. "America's" principal dimensions were :—

> *Length over all,* 105 ft. *Keel* 80 ft. *Beam* 22 ft. 6in. *Draught* 11 ft. *Sail Area* 5,263 sq. ft. (3 lower sails only) *Fore-mast* 79 ft. 6 in. *Main mast* 81 ft. with $2\frac{7}{8}$" rake per ft. She carried no fore top mast. *Main gaff* 26ft. *Main boom* 58 ft. Loose footed fore-sail, *fore gaff* 24ft. *Bowsprit* 32 ft. Her ballast was pig-iron, of which 21 tons were built into the vessel. Below decks she had comfortable living accommodation for owner, guests and crew. She had a cockpit on deck, which few British yachts of the period possessed.

On her voyage across the Atlantic, she carried Capt. "Dick" Brown as sailing master, a mate, Messrs. George, James and Henry Steers, as passengers, six men before the mast and a cook and steward. A total of 13 all told.

After the famous race she was sold by Mr. J. C. Steevens, acting for the syndicate, to Lord de Blaquiere for £5,000. Her masts were cut down, but she was raced with considerable success. In 1853 Lord Templeton bought her, and in 1854 she was laid up at Cowes until 1859. In that year she was found to be in bad condition from dry rot, and was practically rebuilt at Northfleet, near Gravesend. In 1860, she was sold to Mr. H. Decie, and re-named "Camilla." She again changed hands in 1861, and went to Savannah, where a gun was mounted and she was fitted out as a blockade runner. In 1862 she was found, sunk, in the St. John's River. She was raised, and, her original name restored, handed over as a

training ship for midshipmen at Annapolis. "America" was fitted out and raced by the Navy Dept. in the first challenge for the cup, and shortly afterwards sold to Genl. Butler for £1,000. In 1899 the vessel was still in commission and it is of interest to note that in that year Sir Thomas Lipton had a sail in her. Up to 1914 her name remained in the N.Y.Y.C. list of yachts, as the property of Mr. Butler Ames.

APPENDIX II

Dimensions of Challenging and Defending Yachts

	Yacht	Owner	Designer	L.O.A.	L.W.L.	Beam	Draught	Sail Area	Tons	
1851	America	Com. J.C.Stevens	G. Steers	105.	89.5	23.	11.8	5,263*	170	N.Y.Y.C.
	Aurora	Mr. Le M. Thomas	M. Ratsey		68.9	14.5	6.6	—	61 T.M.	R.Y.S.
1870	Magic C.B.	Mr. F. Osgood	R. J. Loper	86.	78.1	20.8	6.7	—	97.2	N.Y.Y.C.
	Cambria	Mr. J. Ashbury	M. Ratsey	108.	98.2	21.0	12.4	7200* approx	193 T.M.	Royal Thames Y.C.
1871	Columbia C.B.	Mr. F. Osgood	J. Van Deusen	107.1	96.	25.1	6.1	—	220.	N.Y.Y.C.
	Sappho	Mr. W. Douglas	C. & R. Poillon	133.7	119.4	24.7	12.0	—	310.	N.Y.Y.C
	Livonia	Mr. Ashbury	M. Ratsey	115.8	106.5	23.6	12.5	18,153	273T.M.	Royal HarwichY.C.
1876	Madeleine C.B.	Mr. J. Dickerson	D. Kirby	106.	95.	24.	7.3	—	152.	N.Y.Y.C.
	C'tess of Dufferin	Major C. Gifford	Capt. A. Cuthbert	107.	94.6	24.	6.5	12,000 approx	138.	Royal Can. Y.C.
1881	Mischief C.B.	Mr. J. Busk	A. Cary Smith	67.5	61.	19.8	5.7	—	79.2	N.Y.Y.C.
	Atlanta	Capt. Cuthbert	Capt. Cuthbert	70.2	64.	19.	5.6	—	84.0 Racing Meas.	Bay of Quinte Y.C.
1885	Puritan C.B.	Mr. J. M. Forbes	E. Burgess	94.	81.1	22.6	8.7	7,982	83.85	N.Y.Y.C.‖
	Genesta	Sir R. Sutton, Bt.	J. Beavor Webb	96.5	86.6	15.	13.5	7,150	83.5	R.Y.S.
1886	Mayflower	Genl. C. Paine	E. Burgess	100.	85.5	23.5	9.75	8,600	87.65	N.Y.Y.C.
	Galatea	Lt. W. Henn, R.N.	J. Beavor Webb	102.5	86.8	15.	13.5	7,505	86.87	Roy. Northern Y.C.
1887	Volunteer C.B.	Genl. C. Paine	E. Burgess	106.2	85.8	23.1	10.	9,271	86.35	N.Y.Y.C.
	Thistle	Mr. J. Bell	G. L. Watson	108.5	86.4	20.3	13.8	8,968	89.2	Royal Clyde Y.C.
1893	Vigilant C.B.	Mr. C. O. Iselin	N. Herreshof	124.	86.2	26.25	13.5	11,272	96.78	N.Y.Y.C.
	Valkyrie II.	Lord Dunraven	G. L. Watson	117.25	86.8	22.3	16.3	10,042	93.1†	R.Y.S.
1895	Defender	Mr. C. O. Iselin	N. Herreshof	123.	88.45	23.03	19.06	12,602	100.36	N.Y.Y.C.
	Valkyrie III.	Lord Dunraven	G. L. Watson	129.	88.85	26.2	20.	13,027	101.49	R.Y.S.
1899	Columbia	Mr. J. P. Morgan	N. Herreshof	131.	89.66	24.2	19.75	13,135	102.13	N.Y.Y.C.
	Shamrock	Sir. T. Lipton	W. Fife	128.	87.69	25.	20.25	13,491	101.92°	Royal Ulster Y.C.
1901	Columbia	Mr. J. P. Morgan	N. Herreshof	131.	89.77	24.2	19.75	13,211	102.35	N.Y.Y.C.
	Shamrock II.	Sir T. Lipton, Bt.	G. L. Watson	137.	89.25	24.4	21.2	14.027	103.79	Royal Ulster Y.C.
1903	Reliance	Mr. C. Vanderbilt	N. Herreshof	136.	89.66	26.2	20.1	16,169	108.41	N.Y.Y.C.
	Shamrock III.	Sir. T. Lipton, Bt.	W. Fife	138.	89.81	25.1	21.6	14,337	104.37	Royal Ulster Y.C.
1914-20	Resolute C.B.	Mr. R. W. Emmons	N. Herreshof	109.	74.97	21.1	13.7	8,775	83.5	N.Y.Y.C.
	Shamrock IV. C.B.	Sir. T. Lipton, Bt.	C. E. Nicholson	110.	75.00	24.0	14.0	10,459	93.8‡	Royal Ulster Y.C.
1930	Shamrock V.C.B.	Sir T. Lipton, Bt.	C. E. Nicholson	120.	81.1	19.62	14.66	7,600	76.	N.Y.Y.C. Royal Ulster Y.C.

* Lower sails only.
† Increased on Oct. 13th to 93.57.
* Increased on Oct. 18th to 102.56.
‡ Sailed on July 20th and 21st at 94.4.
" Puritan," however, was managed by Genl. Paine,

APPENDIX III

Times, Courses and Results of Races

APPENDIX 3. RACES FOR THE "AMERICA'S CUP."

Date	Yacht	Allows	Course	Elapsed Time	Corrected Time	Wins by
						M. S.
Aug. 22nd	America		Round the Isle of Wight	10. 37. 00	10. 37. 00	18. 0
	Aurora		Start. R.Y.S. Cowes	10. 55. 00.	10. 55.00	
Aug. 8th	Magic		N.Y.Y.C. Course	4. 7. 54	3. 58. 26	39. 12
	Cambria			4. 34. 57	4. 37. 38.	
Oct. 16th	Columbia		N.Y.Y.C. Course	6. 17. 42.	6. 19. 41.	27. 4.
	Livonia			6. 43. 00.	6. 46. 45.	
Oct. 18th	Columbia		15 miles to leeward and return	3. 1. 34.	3. 7. 42.	10. 33.
	Livonia		Start off Sandy Hook L.V.	3. 6. 49.	3. 18. 15.	
Oct. 19th	Livonia		N.Y.Y.C. Course	3. 53. 5.	4. 2. 25.	15. 10.
	Columbia			4. 12. 38.	4. 17. 35.	
Oct. 21st	Sappho		20 miles to windward and return	5. 33. 24.	5. 36. 2.	33. 21.
	Livonia		Start off Sandy Hook L.V.	6. 4. 38.	6. 9. 23.	
Oct. 23rd	Sappho		N.Y.Y.C. Course	4. 38. 5.	4. 46. 17.	25. 27.
	Livonia			5. 4. 41.	5. 11.44.	
Aug. 11th	Madeleine		N.Y.Y.C. Course	5. 24. 55.	5. 23. 54.	10. 59.
	Countess of Dufferin			5. 34. 53.	5. 34. 53.	
Aug. 12th	Madeleine		20 miles to windward and return	7. 19. 47.	7. 18. 46.	27. 14.
	Countess of Dufferin		Start Buoy 5 off Sandy Hook	7. 46. 0.	7. 46. 0.	
Nov. 9th	Mischief		N.Y.Y.C. Course	4. 17. 9.	4. 17. 9.	28. 20.
	Atalanta			4. 48. 24.	4. 45. 29.	
Nov. 10th	Mischief		16 miles to leeward and return	4. 54. 53.	4. 54. 53.	38. 54.
	Atalanta		Start Buoy 5 off Sandy Hook	5. 36. 32.	5. 33. 47.	
Sept. 14th	Puritan	0. 28	N.Y.Y.C. Course	6. 6. 5.	6. 6. 5.	16. 19.
	Genesta	—		6. 22. 52.	6. 22. 24.	
Sept. 16th	Puritan	0. 28	20 miles to leeward and return	5. 3. 14.	5. 3. 14.	1. 38.
	Genesta	—	Start Scotland L.V.	5. 5. 20.	5. 4. 52.	
Sept. 7th	Mayflower	0. 38	N.Y.Y.C. Course	5. 26. 41.	5. 26. 41.	12. 2.
	Galatea	—		5. 39. 21.	5. 38. 43.	
Sept. 11th	Mayflower	0. 39	20 miles to leeward and return	6. 49. 0.	6. 49. 0.	29. 9.
	Galatea	—	Start Scotland L.V.	7. 18. 48.	7. 18. 9.	
Sept. 27th	Volunteer	0. 05	N.Y.Y.C. Course	4. 53. 18.	4. 53. 18.	19. 23.
	Thistle	—		5. 12. 46.	5. 12. 41.	
Sept. 30th	Volunteer	0. 06	20 miles to windward and return	5. 42. 56.	5. 42. 56.	11. 49.
	Thistle	—	Start Scotland L.V.	5. 54. 51.	5. 54. 45.	
Oct 7th	Vigilant	1. 48	15 miles to leeward and return	4. 5. 47.	4. 5. 47.	5. 48.
	Valkyrie II.	—	Start off Sandy Hook L.V.	4. 13. 23.	4. 11. 35.	
Oct. 9th	Vigilant	1. 48	Triangular Course 30 miles	3. 25. 1.	3. 25. 1.	10. 35.
	Valkyrie II.	—	Start Sandy Hook L.V.	3. 37. 24.	3. 35. 36.	
Oct. 13th	Vigilant	1. 33	15 miles to windward and return	3. 24. 39.	3. 24. 39.	40.
	Valkyrie II.	—	Start Sandy Hook L.V.	3. 26. 52.	3. 25. 19.	
Sept. 7th	Defender	—	15 miles to windward and return	5. 0. 24.	4. 59. 55.	8. 49.
	Valkyrie III.	0. 29	Start 3 miles N.E. of Seabright N.J.	5. 8. 44.	5. 8. 44.	
Sept. 10th	Defender	—	Triangular Course 30 miles	3. 56. 25.	3. 55. 56.	*
	Valkyrie III.	0. 29	Start off Sandy Hook L.V.	3. 55. 9.	3. 55. 9.	47.
Sept. 12th	Defender	—	15 miles to leeward and return	4. 44. 12.	4. 43. 43.	*
	Valkyrie III.	0. 29	Start off Sandy Hook L.V.	—	—	

*"Defender" won on protest, "Valkyrie" disqualified.
*"Valkyrie" withdrew after crossing the line.

APPENDIX III—*continued*

Date	Yacht	Allows	Course	Elapsed Time	Corrected Time	Wins by
						M. S.
Oct. 16th	Columbia	0. 06	15 miles to windward and return	4. 53. 53.	4. 53. 53.	10. 8.
	Shamrock	—	Start Sandy Hook L.V	5. 4. 7.	5. 4. 1.	
Oct. 17th	Columbia	0. 06	Triangular Course 30 miles	3. 37. 17.	3. 37. 17.	
	Shamrock	—	Start off Sandy Hook L.V.	—	—	*
Oct. 20th	Columbia	—	15 miles to leeward and return	3. 38. 25.	3. 38. 9.	6. 34
	Shamrock	0. 16	Start Sandy Hook L.V.	3. 44. 43.	3. 44. 43.	
Sept. 28th	Columbia	—	15 miles to windward and return	4. 31. 7.	4. 30. 24.	1. 20
	Shamrock II.	0. 43	Start Sandy Hook L.V.	4. 31. 44.	4. 31. 44.	
Oct. 3rd	Columbia	—	Triangular Course 30 miles	3. 13. 18.	3. 12. 35.	3. 35
	Shamrock II.	0.43	Start Sandy Hook L.V	3. 16. 10.	3. 16. 10.	
Oct. 4th	Columbia	—	15 miles to leeward and return	4. 33. 40.	4. 32. 57.	41
	Shamrock II	0. 43	Start Sandy Hook L.V	4. 33. 38.	4. 33. 38.	
Aug. 22nd	Reliance	1. 57	15 miles to windward and return	3. 32. 17.	3. 32. 17.	7. 3
	Shamrock III.	—	Start Sandy Hook LV.	3. 41. 17.	3. 39. 20.	
Aug. 25th	Reliance	1. 57	Triangular Course 30 miles	3. 14. 54.	3. 14. 54.	1. 19.
	Shamrock III.	—	Start Sandy Hook L.V.	3. 18. 10.	3. 16. 12.	
Sept. 3rd	Reliance	1. 57	15 miles to windward and return	4. 28. 0.	4. 28. 0.	—
	Shamrock III.	—	Start Sandy Hook L.V.	Did	not finish	
July 15th	Shamrock IV.	6. 40	15 miles to windward and return	4. 24. 58.	4. 24. 58.	—
	Resolute	—	Start Ambrose Channel L.V.	—	—	†
July 20th	Shamrock IV.	7. 01	Triangular Course 30 miles	5. 22. 18.	5. 22. 18.	2. 26
	Resolute	—	Start Ambrose Channel L.V.	5. 31. 45.	5. 24. 44.	
July 21st	Resolute	—	15 miles to windward and return	4. 3. 6.	3. 56. 5.	7. 1
	Shamrock IV.	7. 01	Start Ambrose Channel L.V.	4. 3. 6.	4. 3. 6.	
July 23rd	Resolute	—	Triangular Course 30 miles	3. 37. 52.	3. 31. 12.	9. 58
	Shamrock IV.	6. 40	Start Ambrose Channel L.V.	3. 41. 10.	3. 41. 10.	
July 27th	Resolute	—	15 miles to windward and return	5. 35. 15.	5. 28. 35.	19. 45
	Shamrock IV.	6. 40	Start Ambrose Channel L.V.	5. 48. 20.	5. 48. 20.	

* "Shamrock" did not finish, carried away topmast.
† "Resolute" gave up.

APPENDIX IV

Direction and Strength of Wind in Races

PPENDIX 4. DIRECTION AND STRENGTH OF WIND IN "AMERICA'S CUP" RACES.

ate	Wind	Strength	Course	Remarks
1851	S.S.W.	Light to moderate	Round Isle of Wight	
1870	S.S.E. to S. by E.	Fresh	N.Y.Y.C.	
	(i) N.W.	Light	N.Y.Y.C.	
	(ii) S.W. to W.N.W.	Fresh to strong	Windward and leeward	Mark put out E.N.E., owing t change in wind, no windward wor
	(iii) S.W.	Fresh	N.Y.Y.C.	
	(iv) S.S.W.	Ligh to strong	Windward and leeward	Mark put out 20 miles S.S.W. o Sandy Hook L.V.
	(v) W. by S.	Fresh	N.Y.Y.C.	
	(i) S. by E.	Moderate	N.Y.Y.C.	
	(ii) S.S.E. to S.S.W.	Light	Windward and leeward	Mark put out S.S.E., owing t change in wind, no windward wor
	(i) S.W.	Strong, squally	N.Y.Y.C.	
	(ii) W. by N.	Strong	Leeward and windward	Mark put out 16 miles E. by S. o Sandy Hook L.V.
	(i) S.W.	Light, freshening	N.Y.Y.C.	
	(ii) W.N.W. to N.N.W.	Fresh to strong	Leeward and windward	Mark put out 20 miles E.S.E. o Scotland L.V.
	(i) S.	Light	N.Y.Y.C.	
	(ii) N.W.	Light	Leeward and windward	Mark put out 20 miles S.E. o Scotland L.V.
	(i) S.	Light	N.Y.Y.C.	
	(ii) E. by.N.	Fresh	Windward and leeward	Mark put out 20 miles W. by S o Scotland L.V.
	(i) W. by N. to S.W.	Moderate	Leeward and windward	Mark put out E. by S. Broa reach out, close haul home.
	(ii) S.W.	Strong	Triangular	1st mark S.W. by S., 2nd mark ½ S. of first, 10 mile legs.
	(iii) E.	Strong	Windward and leeward	Mark put out 15 miles E. of Sand Hook. L.V.
	(i) E. by S.	Light	Windward and leeward	Mark put out 15 miles E. by S. starting line which was 3 mil N.E. of Seabright N.J.
	(ii) S.	Fresh	Triangular	1st mark S. of Sandy Hook L.V 2nd mark N.E. by E. of first, mile legs.
	(iii) N. by W.	Light	Leeward and windward	Mark put out 15 miles S. by E. Sandy Hook L.V.
	(i) E.S.E.	Light	Windward and leeward	Mark 15 miles E.S.E. of Sand Hook L.V.
	(ii) E. by S.	Fresh	Triangular	1st Mark E. by S. of Sandy Hoo L.V., 2nd mark W¼S. of first, mile legs.
	(iii) N. by E.	Strong	Leeward and windward	Mark 15 miles S. by W. of Sand Hook L.V.
	(i) E. by S.	Light, falling	Windward and leeward	Mark 15 miles E. by S. of Sand Hook L.V.
	(ii) N.N.W.	Fresh to strong	Triangular	1st mark E¼S. of Sandy Hook L. 2nd mark S.W.¼S. of first, 10 m legs.
	(iii) N.N.W. to N.W. by N.	Moderate	Leeward and windward	Mark 15 miles S.S.E. from San Hook L.V.
	(i) S.S.W.	Fresh	Windward and leeward	Mark 15 miles S.S.W. of San Hook L.V.
	(ii) S.W.	Fresh to mod.	Triangular	1st mark S.W. of Sandy Hook L.
	(iii) S.	Light	Windward and leeward	Mark 15 miles S. of Sandy Ho L.V.
	(i) S.S.W.	Light to Mod.	Windward and leeward	Mark 15 miles S.S.W. from Ambr Channel L.V.
	(ii) S.S.E.	Light	Triangular	1st mark S.S.E. of Light Vessel, 2 mark W. by N. of first, 10 mile l
	(iii) S. by W.	Light, freshening	Windward and leeward	Mark 15 miles S. by W. of San Hook L.V.
	(iv) S.S.W. variable	Light, squalls	Triangular	1st mark S.S.W. of Light Vess 2nd mark E. by N. of first, 10 m legs
	(v) S.S.W.	Light	Windward and leeward	Mark 15 miles S.S.W. of light ves

APPENDIX V

Conditions of 1930 Challenges

APPENDIX V

CONDITIONS

Governing the Races for the America's Cup 1930

Conditions to govern the races for the America's Cup, under the challenge of the Royal Ulster Yacht Club, dated 28th May, 1929, as agreed upon by the Committees of the Royal Ulster Yacht Club and the New York Yacht Club.

NOTE: Wherever time is referred to in these Conditions it is Eastern Standard Time.

1. Date of Races:
   The first race shall be sailed on Saturday, September 13th, 1930, and the races shall be sailed on every succeeding weekday, provided however that immediately on the conclusion of each race the Race Committee shall enquire of each contestant whether he is willing to start the next day. Should either contestant reply in the negative one day shall intervene before starting the next race. Sunday shall not count as such intervening day.

2. Number of Races.
   The match shall be decided by the best four out of seven races.

3. Courses:
   Races shall be started from a mark anchored nine nautical miles S. E. (Magnetic) from the Brenton Reef Light vessel.

First Race—Fifteen nautical miles to windward or leeward and return.
Second Race—A triangle with approximately ten nautical miles to the side.
Third Race—Fifteen nautical miles to windward or leeward and return.
Fourth Race—A triangle with approximately ten nautical miles to the side.
Fifth Race—Fifteen nautical miles to windward or leeward and return.
Sixth Race—A triangle with approximately ten nautical miles to the side.
Seventh Race—Fifteen nautical miles to windward or leeward and return.

All races to be started to windward if in the opinion of the Race Committee it is possible.

The compass direction of the courses to be signalled as early as possible and the Tug bearing the marks to be started not less than ten minutes prior to the Warning Signal.

4. SIGNALS :
The warning signal shall be made ten minutes before the start.
Five minutes after the warning signal the preparatory signal shall be made.
Five minutes after the preparatory signal the starting signal shall be made.
The time of the starting signal shall be taken as the time of the start of both yachts.

5. START :
The warning signal shall be given as nearly as practical at 10:30 A.M. No race shall be started after 12:30 P.M.

6. POSTPONEMENTS :
The time of the warning signal shall not be changed except as follows :—

a. By the Race Committee in case of fog.

b. By the Race Committee if, in their opinion, the space around the starting line is not sufficiently clear at the time appointed for the start.

c. By the Race Committee if, in their opinion, the wind is so light or fickle that it is not practical to determine a windward or leeward course.

d. In case both yachts consent to a postponement, in which case the Race Committee shall determine the time of the start.

e. If in the opinion of the Race Committee the weather shall be, at the time appointed for the start of any race, or threaten to be, of such severe character as not to afford a reasonable opportunity of fairly testing the speed of the two yachts, the race may be postponed in the discretion of the Race Committee, unless either contestant shall insist upon its being started.

f. In case of serious accident to either vessel as hereinafter provided.

7. TIME LIMIT.
If in any race neither yacht goes over the course in five and a half hours such race shall not count and shall be resailed.

8. UNFINISHED RACES:
An unfinished race or a race resulting in a tie shall be repeated until finished.

9. NEW YORK YACHT CLUB RULES TO GOVERN:
The measurement, scantling and racing rules of the New York Yacht Club, as the same now exist, shall govern the races, except insofar as the same may be inconsistent with the provisions of this agreement.

SCANTLINGS.

a. In the application of Lloyd's Rules for the Construction and Classification of Composite and Steel yachts (1927) the provisions of Sections 11 and 13, hereinafter quoted, shall apply, viz.,
"Where yachts are designed for racing under the International Rating Rules, the length may be measured at a height above the water line of 1.5 per cent. of the length of the load water line."
"Where yachts are designed for racing under the International Rating Rules, the depth as measured above may be reduced 10 per cent."

FIXTURES AND FITTINGS.

b. Doors, bulkheads, galley and forecastle fixtures and fittings need not be carried.

c. A water tank or tanks of the aggregate capacity of 400 gallons shall be carried and kept in place.

d. The usual plumbing appurtenances to the number of three shall be installed and carried.

10. MAINSAILS :
Mainsails shall be jibheaded.

11. TIME ALLOWANCE :
There shall be no time allowance.

12. RATING :
Yachts shall not rate over 76 feet.

13. SELECTING THE DEFENDER OF THE CUP.
At least one week before the first race the Challenger shall be informed of the yacht selected to defend the Cup.

14. ACCIDENTS :
(1) In case a serious accident occurs to either vessel prior to the preparatory signal, she shall have such time, not exceeding in any event four weeks, as the committees representing the two Clubs shall determine to be reasonable to effect repairs before being required to start, or if such accident occur during a race, before being required to start in the next race ; but no such allowance of time to repair shall permit of any race being sailed after October 31, 1930.
(2) If either yacht be disqualified in any race, such race shall be awarded to the other yacht whether or not she shall complete the course.
(3) If through the fault of either yacht, the other be destroyed or so injured as to be incapable of repair, and the latter shall be free from fault, the match shall be awarded to her.

15. REPRESENTATIVES :
Each Club shall by its Committee name a representative who shall be present at all measurements and shall be on board the yacht representing the other Club during all races.

16. MEASUREMENT :
In order to establish the load water-line plane, the competing yachts shall be measured with all dead weights on board which they intend to carry during a race, but without crew, and the load water-line thereby determined shall be the basis of the established load water-line plane.
Not less than seven days before the first race, the measurement certificates of both yachts, signed by the Measurer of the New York Yacht Club, shall be filed with the Secretary of the New York Yacht Club.

If either yacht in any way changes her L.W.L. or sail plan as officially taken she must obtain a remeasurement by special appointment before the next race, and must report the alteration to the Measurer, at the Club Station at Newport by 9 P.M., of the day before the race following such alteration, and must arrange with him for remeasurement, and, if required, be in Brenton Cove by six (6) o'clock A.M., of the day of said race, and there remain until seven (7) A.M., if necessary for purposes of inspection of marks or remeasurement.

If either yacht shall take in or remove ballast or dead weight, she must notify the Measurer and be at his disposition for inspection of marks or remeasurement as above described. All measurements certified to by the Measurer shall be final and not be subject to protest by either party.

In the event of the Measurer being unable to obtain a measurement which he considers accurate before a race, a remeasurement shall be taken as soon as possible after the race.

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